

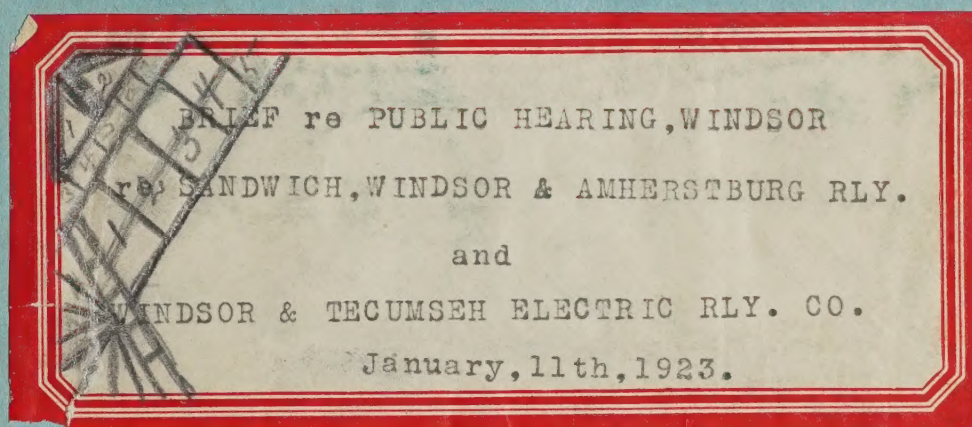
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Ontario Hydro-Electric, ALLAN ROSS
Inquiry Commission, 1922-24 Commissioner
[Miscellaneous documents] 345.



HYDRO-ELECTRIC INQUIRY COMMISSION.

S A N D W I C H

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY
WINDSOR & TECUMSEH ELECTRIC RY.

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re: SANDWICH, WINDSOR & AMHERSTBURG RAILWAY
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and

W. B. Donahoe
WINDSOR & TECUMSEH ELECTRIC RAILWAY COMPANY.

Walter Wilson
R. Blake Wilson
Percy England
A. W. Jackson
H. A. Campbell
G. H. Coburn
F. A. Brink
J. A. Anderson
Frank Mitchell
Archibald Hoover
A. Strong
A. P. McGill

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C O N T E N T S

WINDSOR & LAKESIDE ELECTRIC CO.
WINDSOR, WINDSOR & LAKESIDE ELECTRIC CO.

- 1 - Memorandum for Chairman
2 - Witnesses to be called

W. D. Bontrux
H. W. Gulligan
Mayor Wilson
E. Blake Winter
Perry England
A. W. Jackson
E. G. Campbell
J. H. Gorman
F. A. Ryan
J. A. Anderson
Frank Mitchell
Archibald Hoover
A. Strong
A. F. McGill

- 3 - Purchase - Chronological Chart
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Commission. Subsequent to this letter several of the members of the city council who were foremost in urging the hearing have been defeated in the municipal elections, and it is to be feared that reticence will be shown by them with regard to any criticisms they had in mind.

The hearing divides itself naturally into two parts, as follows:

PART 1- Historical. This should deal with the entry of the Hydro-Electric Power Commission into the district and with the various events leading in 1920 to the purchase from the Detroit United Railways of the Sandwich, Windsor & Amherstburg Railway and the Windsor & Tecumseh Railway, together with the local distribution system in the City of Windsor.

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1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1

Memo. to Chairman

-2-

RE: WINDSOR, SANDWICH & AMHERSTBURG RAILWAY
AND
WINDSOR & TECUMSEH RAILWAY.

MEMORANDUM FOR CHAIRMAN:

One of the chief complaints voiced was the failure
By a letter dated 24th November last, the City
Clerk of Windsor, upon the instructions of the Council,
requested that the Hydro-Electric Inquiry Commission
should notify the City of any hearing in connection with
the administration by the Hydro-Electric Power Commission
of their radial railways so that an opportunity might be
given of presenting their views of the Council to the
Commission. Subsequent to this letter several of the
members of the city council who were foremost in urging
the hearing have been defeated in the municipal elections,
and it is to be feared that reticence will be shown by

Most of the history can be obtained from
them with regard to any criticisms they had in mind.
The hearing divides itself naturally into two
parts, as follows:

System. The conflict between the Hydro-Electric Power Com-
mission and private interests which finally resulted in
entry of the Hydro-Electric Power Commission into the
district and with the various events leading in 1920 to
the purchase from the Detroit United Railways of the
Sandwich, Windsor & Amherstburg Railway and the Windsor
& Tecumseh Railway, together with the local distribution
system in the City of Windsor.
total mileage is 27.42 miles extending from Amherstburg
to Tecumseh and including certain lines in the Town of
Walkerville and the City of Windsor; total trackage

MR. WINDSOR, SANDWICH & AMHERSTBURG RAILWAY
AND
WINDSOR & TROUSSEAU RAILWAY.

MEMORANDUM FOR CHAIRMAN:

By a letter dated 24th November last, the City

Clerk of Windsor, upon the instructions of the Council,

requested that the Hydro-Electric Light Commission

should notify the City of any hearing in connection with

the administration by the Hydro-Electric Power Commission

of their radial railways so that an opportunity might be

given of presenting the views of the Council to the

Commissioners.

Members of the Council are most anxious in using

the hearing as an opportunity to present their views on municipal elections.

and it is to be feared that residence will be shown by

them with regard to any criticisms they had in mind.

The hearing divides itself naturally into two

parts, as follows:

PART I - Historical. This should deal with the

entry of the Hydro-Electric Power Commission into the

district and with the various events leading in 1920 to

the purchase from the Detroit United Railways of the

Sandwich, Windsor & Amherstburg Railway and the Windsor

& Trouseau Railway, together with the local distribution

system in the City of Windsor.

Memo. to Chairman -2-

Memo. for Chairman -3-

PART 2- The operation of the present lines by the Hydro-Electric Power Commission and any complaints arising therefrom.

One of the chief complaints voiced was the failure of the Hydro-Electric Power Commission to forward any statement showing the financial position of the railways, but it is understood that a statement was given out recently by the Power Commission showing a profit in operation amounting to some \$5,000. It is suggested that Mr. Bonthron be called as first witness to emphasize the present deficit. This should be sufficient to create among the witnesses a real interest in the hearing and may be sufficient to overcome any reticence which they might have about criticising the System.

Most of the history can be obtained from correspondence on files although it may be worth while to bring out at a public hearing, as in the Central Ontario System, the conflict between the Hydro-Electric Power Commission and private interests which finally resulted in complete supremacy in the district for the Hydro-Electric Power Commission.

It is to be noted that the railway comprises two divisions known as the Sandwich, Windsor & Amherstburg Railway, and the Windsor & Tecumseh Electric Railway. The total mileage is 27.42 miles extending from Amherstburg to Tecumseh and including certain lines in the Town of Walkerville and the City of Windsor; total trackage

PART 2 - The operation of the present lines by the

Hydro-Electric Power Commission and any complaints arising therefrom.

One of the chief complaints voiced was the failure of the Hydro-Electric Power Commission to forward any statement showing the financial position of the railways, but it is understood that a statement was given out recently by the Power Commission showing a profit in operation amounting to some \$8,000. It is suggested that Mr. Bonbrun be called as first witness to emphasize the present deficit. This should be sufficient to create among the witnesses a real interest in the hearing and may be sufficient to overcome any resistance which they might have about criticizing the System.

Most of the history can be obtained from correspondence on files although it may be worth while to bring out at a public hearing, as in the General Ontario System, the conflict between the Hydro-Electric Power Commission and private interests which finally resulted in complete supremacy in the district for the Hydro-Electric Power Commission.

It is to be noted that the railway comprises two divisions known as the Sandwich, Windsor & Amherstburg Railway, and the Windsor & Tecumseh Electric Railway. The total mileage is 27.42 miles extending from Amherstburg to Tecumseh and including certain lines in the town of Walkerville and the City of Windsor; total trackage

Memo. for Chairman -3-

Memo. for Chairman -4-

approximately 45 miles. There are also two trackless trolley lines, one in the Town of Walkerville established May 4th, 1922, and one in Windsor established August 3rd, 1922. (Price Waterhouse report pp. 6 and 7).

It should be kept in mind that these companies are still kept alive by the Hydro-Electric Power Commission owing to certain outstanding obligations by way of first mortgage bonds which were not assumed at the time of the purchase. The final maturity of the outstanding bonds, namely, those of the Windsor & Tecumseh Railway, is September 2nd, 1927.

There is a complete description of the property taken over in Price Waterhouse report, page 11 et seq.

No effort has been made in this brief to deal with the financial conditions of the system, all of which are admirably dealt with in the Price Waterhouse report on this undertaking. Your attention is respectfully drawn to the capital expenditures made from the date of taking over the railway system of \$514,953.18 during the period April 1st, 1920 to October 31, 1921 (Price Waterhouse report p.22) and \$478,715.38 for the period November 1st, 1921 to September 30th, 1922, (Price Waterhouse & Co., p.24). It would thus appear at the present time over one million dollars has been expended on extensions and rehabilitation of the line since it was taken over.

1,150,000 - G.F.C. 1/14/22

was taken over.

on extensions and rehabilitation of the line since its present time over one million dollars has been expended

Waterhouse & Co., p. 24). It would thus appear that the

November 1st, 1921 to September 30th, 1922, (Price

house report p. 23) and \$478,718.38 for the period

period April 1st, 1920 to October 31, 1921 (Price Water-

taking over the railway system of \$314,988.18 during the

drawn to the capital expenditures made from the date of

on this undertaking. Your attention is respectfully

are admirably dealt with in the Price Waterhouse report

with the financial conditions of the system, all of which

No effort has been made in this brief to deal

taken over in Price Waterhouse report, page 11 et seq.

There is a complete description of the property

Railway, is September 30th, 1927.

standing bonds, namely, those of the Windsor & Tecumseh

time of the purchase. The final maturity of the out-

of first mortgage bonds which were not assumed at the

mission owing to certain outstanding obligations by way

are still kept alive by the Hydro-Electric Power Com-

It should be kept in mind that these companies

1922. (Price Waterhouse report pp. 6 and 7).

May 4th, 1922, and one in Windsor established August 3

trolley lines, one in the Town of Walkerville established

approximately 45 miles. There are also two trackage

Memo. for Chairman

-4-

Your attention is also called to the results of operations (Price Waterhouse report page 34, and Exhibits 111, 111a, 111b), and also to the cancellation of the renewal reserve of \$47,202.38 to counteract a deficit of \$33,558.08.

WITNESSED All of which is respectfully submitted,

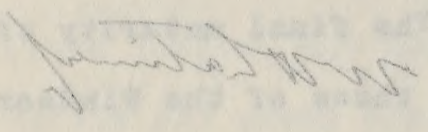
W W Lattimer

WHL/P

-3-
-4-

Memo. for Chairman

Your attention is also called to the results of operations (Price Waterhouse report pages 4, and Exhibits III, IIIA, IIIB, and also to the cancellation of the renewal reserve of \$47,808.88 to counteract a deficit of \$33,888.08. All of which is respectfully submitted.



WHL/P

150
MR. W. D. BENTON

Questions on a separate sheet.

WITNESSES TO BE CALLED.

MR. E. E. GUILFOYLE

After Mr. Benton has given his evidence, Mr. Guilfoyle should be called to give statement for fiscal year ending October 31st, 1922, in order to complete the picture of the operation of the System to date.

WITNESSES TO BE CALLED

WITNESSES TO BE CALLED

[Signature]

MR. W. D. BONTHRON

Questions on a separate sheet.

Hydro-Electric Power Commission and not inclined to be critical. He thinks, however, that the present system could be improved considerably, and should be asked questions to bring this out in a general way.

MR. H. E. GUILFOYLE

After Mr. Bonthron has given his evidence, Mr. Guilfoyle should be called to give statement for fiscal year ending October 31st, 1922, in order to complete the picture of the operation of the System to date.

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MR. W. D. BONTROON

Questions on a separate sheet.

WITNESSES TO BE CALLED

MR. H. E. GUILLOTTE

After Mr. Bontroon has given his evidence,
Mr. Guillette should be called to give statement
for fiscal year ending October 31st, 1922, in
order to complete the picture of the operation
of the system to date.

E. BLAKE WINTER, M.P. - Windsor

MAYOR H. W. WILSON - Windsor.

a number of years and was mayor for several terms.

The Mayor is a staunch supporter of the

He has always been a firm supporter of the Hydro-Electric Power Commission and not inclined to be critical. He thinks, however, that in bringing Hydro to Windsor. He was defeated for the present system could be improved considerably, mayor this year and may not feel called upon to and should be asked questions to bring this make any severe criticisms of the present Hydro out in a general way.

administration. He can be questioned specifically with regard to the following:

- 1 - The request of the City Council to the Hydro-Electric Power Commission for estimates for the supply of Niagara power.
- 2 - The entry of the Hydro-Electric Power Commission into the district.
- 3 - Conditions of the Sandwich, Windsor & Amherstburg, and Windsor & Wexford Railways which led deputations to go to the Government having in mind the taking over of the railways by the municipalities.
- 4 - The strike in 1918 and Sir Adam Beck's speech at a meeting in the Armouries and premises which Sir Adam Beck made there.
- 5 - Development of negotiations for purchase of railway systems.

Privately Mr. Winter made the following complaints:

- (1)- Delay after purchase of lines by H.E.P.C. in furnishing new rolling stock, and price at which this was purchased;
- (2)- Unsatisfactory service--cars not run on schedule but often run in bunches;
- (3)- End tape in administration. No changes can be made without submitting all plans to Toronto for approval. This occasions delays and inconveniences.

MAYOR H. W. WILSON - Windsor.

The Mayor is a staunch supporter of the Hydro-Electric Power Commission and not inclined to be critical. He thinks, however, that the present system could be improved considerably, and should be asked questions to bring this out in a general way.

H. W. WILSON

After the meeting was given his evidence. The committee should be asked to give evidence for the year ending October 31st, 1911. It is suggested that the report of the committee be given to the Council.

8

E. BLAKE WINTER, Esq., - Windsor

A real estate dealer; served on City Council a number of years and was mayor for several terms. He has always been a firm supporter of the Hydro-Electric Power Commission and was very instrumental in bringing Hydro to Windsor. He was defeated for mayor this year and may not feel called upon to make any severe criticisms of the present Hydro administration. He can be questioned specifically with regard to the following:

- 1 - The request of the City Council to the Hydro-Electric Power Commission for estimates for the supply of Niagara power.
- 2 - The entry of the Hydro-Electric Power Commission into the district.
- 3 - Conditions of the Sandwich, Windsor & Amherstburg, and Windsor & Tecumseh Railways which led deputations to go to the Government having in mind the taking over of the railways by the municipalities.
- 4 - The strike in 1919 and Sir Adam Beck's speech at a meeting in the Armouries and promises which Sir Adam Beck made there.
- 5 - Development of negotiations for purchase of railway systems.

Privately Mr. Winter made the following complaints:

- (1)- Delay after purchase of lines by H.E.P.C. in furnishing new rolling stock, and price at which this was purchased;
- (2)- Unsatisfactory service--cars not run on schedule but often run in bunches;
- (3) -Red tape in administration. No changes can be made without submitting all plans to Toronto for approval. This occasions delays and inconvenience.

A local estate dealer; served on City Council

a number of years and was mayor for several terms.

He has always been a firm supporter of the Hydro-

Niagara Power Commission and was very instrumental

in bringing Hydro to Windsor. He was defeated for

mayor this year and may not feel called upon to

make any severe criticisms of the present Hydro

administration. He can be questioned specifically

with regard to the following:

1 - The request of the City Council to the Hydro-
Niagara Power Commission for estimates for
the supply of Niagara power.

2 - The entry of the Hydro-Niagara Power Commis-
sion into the district.

3 - Conditions of the Bandwidth, Windsor &
Amherstburg, and Windsor & Tecumseh Railways
which led deputations to go to the Government
having in mind the taking over of the
railways by the municipalities.

4 - The strike in 1919 and Sir Adam Beck's speech
at a meeting in the Armouries and promises
which Sir Adam Beck made there.

5 - Development of negotiations for purchase of
railway systems.

Privately Mr. Winter made the following con-
plaints:

(1) - Delay after purchase of lines by
H.R.P.O. in furnishing new rolling
stock, and price at which this was
purchased;

(2) - Unsatisfactory service--cars not run
on schedule but often run in bunches;

(3) - Bad tape in administration. No
changes can be made without submitting
all plans to Toronto for approval.
This occasions delays and inconvenience.

E. Blake Winter, Esq. (cont'd)
ERRY BURLING, Esq. - Windsor

Ex-Mayor and town councilman; resigned from council this year. A strong supporter of E. B.

(4)- Raise in fares not in accordance with promises of Hydro-Electric Power Commission.

Knowledge of Hydro development in the district and might be asked (5)- Claims that railway is run in- directly at the cost of the people. Hydro-Electric Power Commission pays no local taxes and does no paving while former railway company paved between tracks and eighteen inches on each side.

(1)- Pro - fares on their schedule;

(2)- One-man cars are not satisfactory as used;

(3)- Raise in fares;

There is only

1 - 1 man car

(4)- Arbitrariness on the part of the Hydro-Electric Power Commission in dealing with municipality.

ALDERMAN A. W. JACKSON

Former mayor; well informed as to Hydro development in the vicinity. Very critical of present administration. He can give information about interruptions of the power to manufacturers.

He is also well informed as to the Hydro development in the vicinity. He is critical of present administration of the Hydro-Electric Power Commission and its services. He believes that the local municipality should have larger power to deal with the running of the railway.

(2) - The line that railway is run in-
directly at the cost of the people.
Hydro-Electric Power Commission
says no local taxes and does no
paying while former railway company
gave between tracks and eighteen
inches on each side.

M. G. CAMPBELL, Esq.
PERCY ENGLAND, Esq. - Windsor

Manager Kelsey Wheel Company, Windsor;

Ex-Mayor and town councilman; resigned from
 manufacturer who can criticise power conditions.
 council this year. A strong supporter of E. B.

Winter. Inclined to be critical. He has a good
 knowledge of Hydro development in the district and
 might be asked any questions to fill out chronological

J. H. CORBURN, Esq. - Walkerville

outline. His special criticisms are as follows:

Barrister, etc., of Walkerville and solicitor

(1)- Present cars do not run on their schedule;

(2)- One-man cars are not satisfactory as used;

(3)- Raise in fares;

(4)- Arbitrariness on the part of the Hydro-
 Electric Power Commission in dealing
 with municipality.

*There is only
 1 - 1 man car*

He has criticised the historical development
 of Walkerville for a vote because the estimates were
 not attached.

He states that when the Hydro-Electric Power

ALDERMAN G. A. W. JACKSON over the power system in Walkerville

they Former mayor; well informed as to Hydro
 development in the vicinity. Very critical of present
 administration. He can give information about
interruptions of the power to manufacturers.

councils and at times shows utter lack of con-
 sideration for municipalities. He criticises the

present administration of the S., W. & A. Railway

and its service. He believes that the local muni-

cipalities should have larger powers to deal with the
 running of the railway

10

FREDY HENRIAD, Eng. - Windsor

Ex-Mayor and town councillor; resigned from

council this year. A strong supporter of E. H.

Winter. Inclined to be critical. He has a good

knowledge of Hydro development in the district and

might be asked any questions to fill out chronological

outline. His special criticisms are as follows:

(1) - Present work is not run on their schedule;

(2) - One-man cars are not satisfactory as used;

(3) - Rate in rates;

(4) - Arbitrariness on the part of the Hydro-
Electric Power Commission in dealing
with municipality.

ALDERMAN A. W. JACKSON

Former mayor; well informed as to Hydro

development in the vicinity. Very critical of present

administration. He can give information about

interruptions of the power to manufacturers.

M. G. CAMPBELL, Esq.

Manager Kelsey Wheel Company, Windsor;
City Engineer, Windsor. Will give a very
fair picture of present conditions and is inclined
to favor present Hydro administration of the
railway.

J. H. COBURN, Esq. - Walkerville

Barrister, etc., of Walkerville and solicitor
for the Walker interests and the City of Walkerville.
He has a wide knowledge of the historical development
of the Hydro-Electric Power Commission in the dis-
trict, and criticised the power by-law as submitted
to Walkerville for a vote because the estimates were
not attached.

He states that when the Hydro-Electric Power
Commission took over the power system in Walkerville
they forced the manufacturers to junk their 60-cycle
motors and purchase 25-cycle motors. He states
that the Hydro-Electric Power Commission deals in a
very arbitrary manner with the local municipal
councils and at times shows utter lack of con-
sideration for municipalities. He criticises the
present administration of the S., W. & A. Railway
and its service. He believes that the local muni-
cipalities should have larger powers to deal with the
running of the railway

M. G. CAMPBELL, Esq.

Manager Kelsey Wheel Company, Windsor;

manufacturer who can criticize power conditions.

J. H. GORMAN, Esq. - Walkerville

Barriester, etc., of Walkerville and solicitor

for the Walker interests and the City of Walkerville.

He has a wide knowledge of the historical development

of the Hydro-Electric Power Commission in the dis-

trict, and criticized the power by-law as submitted

to Walkerville for a vote because the estimates were

not attached.

He states that when the Hydro-Electric Power

Commission took over the power system in Walkerville

they forced the manufacturers to junk their 60-cycle

motors and purchase 25-cycle motors. He states

that the Hydro-Electric Power Commission deals in a

very arbitrary manner with the local municipal

councils and at times shows rather lack of con-

sideration for municipalities. He criticises the

present administration of the E. W. & A. Railway

and its service. He believes that the local munici-

palities should have larger powers to deal with the

running of the railway

F. A. BRIAN, Esq., Alderman and

The following ex-aldermen have been subpoenaed
City Engineer, Windsor. Will give a very
as much to hear the financial conditions of the railway
fair picture of present conditions and is inclined
brought out as for any other reason. They may or may
to favor present Hydro administration of the
not have anything farther to add but might be generally
railway.
asked concerning their views of the present administration
and the service given by the railways:

J. A. ANDERSON

Local manager for Detroit United Railways for
27 years prior to purchase by Hydro-Electric Power
Commission. He is frankly critical of the present
administration and claims

- (1)- Far too much money is being spent by the
Hydro-Electric Power Commission for
head office expenses;
- (2)- The insurance charges are inordinately
heavy;
- (3)- The service has not improved appreciably
since the system was taken over;
- (4)- That in view of the raise in fares there
should be no reason for any deficits;

Mr. Anderson should also be asked what he knows
about negotiations for taking over the railways.

Y. A. BRIAN, Sec. -

City Engineer, Windsor. Will give a very fair picture of present conditions and is inclined to favor present Hydro administration of the railway.

J. A. ANDERSON

Local manager for Detroit United Railways for 27 years prior to purchase by Hydro-Electric Power Commission. He is frankly critical of the present

administration and claims

(1) - Far too much money being spent by the Hydro-Electric Power Commission for head office expenses;

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(4) - That in view of the raise in fares there should be no reason for any delays;

Mr. Anderson should also be asked what he knows about negotiations for taking over the railways.

aldermen and

The following/ex-aldermen have been subpoenaed as much to hear the financial conditions of the railway brought out as for any other reason. They may or may not have anything further to add but might be generally asked concerning their views of the present administration and the service given by the railways:

(3)- What was the state of the lines when he took them over;

Ald. (4)- FRANK MITCHELL state of service when he undertook the management;

Ex-Ald. ARCHIBALD HOOVER

(5)- What improvements were made to the present

Ald. A. STRONG under the following heads:

(a) Rolling Stock

(b) Additional Trackage

(c) Equipment

(d) Service.

(6)- What powers he has as manager of the system;

(7)- What reply he wishes to make to the criticisms suggested.

The following ex-aldermen have been subpoenaed
aldermen and

as much to hear the financial conditions of the railway
brought out as for any other reason. They may or may
not have anything further to add but might be generally
asked concerning their views of the present administration
and the service given by the railways:

Ald. FRANK MITCHELL

EX-ALD. ARTHUR HOOVER

Ald. A. STOKES

(1) For the money being spent by the
administration and the
and other expenses

(2) For the money being spent by the
administration and the
and other expenses

(3) For the money being spent by the
administration and the
and other expenses

(4) For the money being spent by the
administration and the
and other expenses

(5) For the money being spent by the
administration and the
and other expenses

(6) For the money being spent by the
administration and the
and other expenses

(7) For the money being spent by the
administration and the
and other expenses

(8) For the money being spent by the
administration and the
and other expenses

(9) For the money being spent by the
administration and the
and other expenses

(10) For the money being spent by the
administration and the
and other expenses

A. F. McGill, Esq.

Local manager of the local radial railways

He should be asked:

(1)- What was his former experience in railway management;

(2)- When he took over the management of the present system;

(3)- What was the state of the lines when he took them over;

(4)- What was the state of service when he undertook the management;

(5)- What improvements were made to the present system, under the following heads:

- (a) Rolling Stock
- (b) Additional Trackage
- (c) Equipment
- (d) Service.

(6)- What powers he has as manager of the system;

(7)- What reply he wishes to make to the criticisms suggested.

November 29 - Windsor Council pass resolution to sign contract with H.E.P.C. for power.

A. F. McILLY, Esq.

Local manager of the local radial railways

He should be asked:

(1) - What was his former experience in railway management?

(2) - When he took over the management of the present system;

(3) - What was the state of the lines when he took them over;

(4) - What was the state of service when he undertook the management;

(5) - What improvements were made to the present system, under the following heads:

- (a) Rolling Stock
- (b) Additional Trackage
- (c) Equipment
- (d) Service.

(6) - What powers he has as manager of the system;

(7) - What reply he wishes to make to the criticisms suggested.

1912.

February 23 - Walkerville Council request estimates
SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY

May 13 - Walkerville received estimates from
 H.E.P.C. as to cost of distribution

system \$88,000. PURCHASE

November 11 - Windsor Council request Hydro to value
 local distribution plant of Sandwich,
 Windsor CHRONOLOGICAL OUTLINE. Railway Company.

November - Campaign inaugurated re Hydro-Electric
 by-law in Walkerville.

1906.

December 18 - Walkerville Town Council passed resolution
 requesting H.E.P.C. to estimate cost of
 2,000 H.P. from Niagara. provide for cost
 of distribution stations, etc., under
 proposed Hydro contract.

1908.

November 6 - H.E.P.C. estimate for Walkerville power
 furnished. H.E.P.C. rates for Windsor as
 published.
 December 24 - Letter from Secretary, Windsor Board of
 Trade, asking for literature on Niagara
 power.

1909. December - H.E.P.C. reduces rates in Windsor for
 domestic lighting.

January 28 - Windsor Power Commission request estimate
 for distribution plants, etc., for Windsor.
 system in Sandwich.
 June 5 - Estimates submitted to Windsor in general
 terms. made April 20 as the company for complete
 system, less the line from Salt Works to
 Windsor for \$3,800.

1910.

May 17 - H.E.P.C. quotes definite prices on power at
 Windsor.
 May 22 - Windsor City Council request H.E.P.C. to im-
 June 20 - By-law passed in Windsor authorizing raising
 \$100,000 to establish plants for the distribution
 of H.E.P.C. power from Niagara Falls. Sandwich
 and Walkerville.

July 4 - By-law unanimously passed by Council (No. 1353).
 August - Demand for extensions to be made by H.E.P.C.
 Railway Company refused by the Company, unless
 extension of existing franchise would be given

1912.

December 20 - Windsor Council pass resolution to sign
 contract with H.E.P.C. for power.

WINDSOR AND ANNISTON RAILWAY COMPANY

FINANCIAL

CHRONOLOGICAL SUMMARY

1906.

December 18 - Windsor Town Council passed resolution
authorizing W.R.P.C. to estimate cost of
2,000 H.P. from Niagara.

1908.

November 6 - W.R.P.C. estimate for Windsor power
furnished.

December 24 - Letter from Board of
Trade, asking for information on Niagara
power.

1909.

January 28 - Windsor Power Commission request estimate
for distribution plants, etc., for Windsor.

June 8 - Estimates submitted to Windsor in General
terms.

1910.

May 17 - W.R.P.C. quote definite prices on power at
Windsor.

June 20 - By-law passed in Windsor authorizing raising
\$100,000 to establish plants for the distribution
of H.R.P.C. power from Niagara Falls.

July 4 - By-law unanimously passed by Council (No. 1383).

1911.

December 20 - Windsor Council pass resolution to also
contract with H.R.P.C. for power.

1913.

- February 20 - Walkerville Council request estimates of cost to bring in Niagara power.
- May 12 - Walkerville received estimates from H.E.P.C. as to cost of distribution system \$58,259.00.
- September 15 - Windsor Council request Hydro to value local distribution plant of Sandwich, Windsor & Amherstburg Railway Company.
- November - Campaign inaugurated re Hydro-Electric by-law in Walkerville.

1914.

- May 8 - Walkerville passed by-law No. 501, authorizing \$58,259, to provide for cost of distribution stations, etc., under proposed Hydro contract.
- July - S.W. & A. Railway issue circular that they will meet H.E.P.C. rates for Windsor as published.
- July 28 - H.E.P.C. recommends offering \$63,000 for Walkerville Light & Power Company.
- September 7 - H.E.P.C. reduces rates in Windsor for domestic lighting.

1915.

- September 2 - H.E.P.C. values S.W. & A. Company's distribution system in Sandwich. Offer made April 20 to the Company for complete system, less tie line from Salt Works to Windsor for \$3,500.
- March 11 - Walkerville takes Hydro power.
- March 29 - Windsor City Council request H.E.P.C. to investigate and report on Hydro Radial Railway System for Windsor, Walkerville and Sandwich. Resolutions were also obtained from Sandwich and Walkerville.
- August - Demand for extensions to be made by S.W. & A. Railway Company refused by the Company, unless extension of existing franchises would be given by municipalities.
- April - Purchase completed.

1918.

February 29 - Walkeville Council request estimates of cost to bring in Niagara power.

May 2 - Walkeville received estimates from N.E.P.C. as to cost of distribution system \$28,250.00.

November 11 - Windsor Council request Hydro to bring local distribution plant of Sandwich, Windsor & Amherstburg Railway Company.

November - Campaign inaugurated re Hydro-Electricity by-law in Walkeville.

1914.

May - Walkeville passed by-law No. 501, authorizing \$28,250. to provide for cost of distribution system, etc., under proposed Hydro contract.

July - S.W.S.A. Railway lease agreement that they will meet N.E.P.C. rates for Windsor as published.

July - N.E.P.C. recommendations offering \$23,500 for Walkeville Light & Power Company.

September - N.E.P.C. reduces rates in Windsor for domestic lighting.

1915.

March - N.E.P.C. raises S.W.S.A. Company's distribution system in Sandwich.

Order made April 20 to the Company for complete system, less the line from Salt Works to Windsor for \$3,500.

May 11 - Walkeville takes Hydro power.

May 29 - Windsor City Council request N.E.P.C. to investigate and report on Hydro Local Railway System for Windsor, Walkeville and Sandwich. Resolutions were also obtained from Sandwick and Walkeville.

August - Demand for extensions to be made by S.W.S.A. Railway Company refused by the Company, unless extension of existing franchise would be given by Municipalities.

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY.

1917. CONFIDENTIAL OUTLINE.

July 19 - Deputation from Windsor waited on H.E.P.C.
 September 18- Windsor Council recommend request that H.E.P.C. investigate and report on a plan to take over H.E.P.C., on the system of the S.W. & A. Company.

1918. the Detroit United Railways the physical assets and the

October 18- Resolution from Windsor Council asking H.E.P.C. to take over line as soon as possible.
 Windsor and Amherstburg Railway and the Windsor and Tecumseh

1919. Electric Railway Company, as well as a part of the local

February 5 - Windsor Council requests Sir Adam Beck to address meetings on street railway situation.
 May 6 - Resolution passed by H.E.P.C. directing Chief Engineer to prepare valuation.
 May - Valuation made by Hydro engineers on S.W. & A. electric line radial system.

June 28 - Sir Adam Beck arranges to meet president of Detroit United Railway to negotiate purchase.
 Secretaries of the Windsor and Walkerville Boards of Trade, the

July 7 - By-law to increase fares defeated after vigorous campaign. in close contact with the municipal

July 29 - Letter from Sir Adam Beck to president of Detroit United Railways confirming arrangement for closing purchase at \$2,039,000 - bonds. to certain municipal

September 3 - Agreement for purchase of system submitted to Power Commission meeting and secretary directed to apply for Order-in-Council authorizing submission of the agreement to interested municipalities.
 tion system in the municipality of Windsor.

1920. Following an investigation by the H.E.P.C.'s engineers.

January 14 - Agreement made for sale of S.W. & A. Railway estimated to Company. of power to Windsor were submitted in

January 20 - Secretary of H.E.P.C. was directed to apply for an Order-in-Council authorizing the Commission to execute the agreement and issue debentures with Provincial guarantees.

April 1 - Purchase completed. CONFIDENTIAL OUTLINE.

6,000	347.74
10,000	22.68
15,000	27.21
20,000	24.61
25,000	22.26

1917.

- July 19 - Report from Windsor dated on H.R.P.C.
- September 18 - Windsor Council requested report that H.R.P.C. investigate and report on a plan to take over the system of the S.W.A. Company.

1918.

- October - Resolution from Windsor Council asking H.R.P.C. to take over line as soon as possible.

1919.

- February 3 - Windsor Council requested Sir Adam Beck to address meeting on street railway situation.
- May 8 - Resolution passed by H.R.P.C. directing United Engineer to prepare valuation.
- May - Valuation made by Hyde engineers on S.W.A. radial system.

- June 28 - Sir Adam Beck expressed to most president of Detroit United Railway to negotiate purchase.
- July 7 - By-law to increase fares debated after vigorous campaign.

- July 29 - Letter from Sir Adam Beck to president of Detroit United Railway confirming arrangement for closing purchase at \$2,020,000 - bonds.
- September 8 - Agreement for purchase of system submitted to Power Commission meeting and secretary directed to apply for Order-in-Council authorizing submission of the agreement to interested municipalities.

1920.

- January 14 - Agreement made for sale of S.W.A. Railway Company.
- January 20 - Secretary of H.R.P.C. was directed to apply for an Order-in-Council authorizing the Commission to execute the agreement and issue securities with provincial guarantee.
- April 1 - Purchase completed.

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY.

CHRONOLOGICAL OUTLINE.

Under an agreement dated January 14, 1920, the H.E.P.C., on behalf of the municipalities involved, purchased from the Detroit United Railways the physical assets and the capital stock of two subsidiary companies, namely the Sandwich, Windsor and Amherstburg Railway and the Windsor and Tecumseh Electric Railway Company, as well as a part of the local distribution system of the City of Windsor. This purchase completed the successful penetration, by the H.E.P.C., of the district and the elimination of any further competition along electric lines.

As early as 1908, following communications from the Secretaries of the Windsor and Walkerville Boards of Trade, the H.E.P.C. engineers were in close contact with the municipal officials of Windsor and Walkerville. At that time the Detroit Edison Company was supplying light and power to certain municipalities in the County and also to the Sandwich, Windsor and Amherstburg railway Company for its lines, as well as its local distribution system in the municipality of Windsor.

Following an investigation by the H.E.P.C.'s engineers, estimates for a supply of power to Windsor were submitted in 1909, ranging from \$47.94 per h.p. for 5,000 h.p. to \$22.86 per h.p. for 25,000 h.p.

(1) Estimates -	Windsor H.P.	Cost per H.P. at Windsor.
	5,000	\$47.94
	10,000	32.83
	15,000	27.21
	20,000	24.61
	25,000	22.86

(Foot note continued at foot of next page.)

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY.

CHRONOLOGICAL OUTLINE.

Under an agreement dated January 14, 1930, the H.R.P.C., on behalf of the municipalities involved, purchased from the Detroit United Railway the physical assets and the capital stock of two subsidiary companies, namely the Sandwich, Windsor and Amherstburg Railway and the Windsor and Tecumseh Electric Railway Company, as well as a part of the local distribution system of the City of Windsor. This purchase completed the successful penetration by the H.R.P.C. of the district and the elimination of any further competition along electric lines.

As early as 1928, following communications from the Secretaries of the Windsor and Walkerville Boards of Trade, the H.R.P.C. engineers were in close contact with the municipal officials of Windsor and Walkerville. At that time the Detroit Edison Company was supplying light and power to certain municipalities in the County and also to the Sandwich, Windsor and Amherstburg railway Company for its lines, as well as its local distribution system in the municipality of Windsor.

Following an investigation by the H.R.P.C.'s engineers, estimates for a supply of power to Windsor were submitted in 1929, ranging from \$47.84 per h.p. for 5,000 h.p. to \$22.86 per h.p. for 25,000 h.p.

(1) Estimates -

Windsor H.P.	Cost per H.P. at Windsor.
5,000	\$47.84
10,000	32.86
15,000	27.21
20,000	24.61
25,000	22.86

- 2 -

In the following year the Council of Windsor submitted in the meantime placed a valuation on the local distribution a by-law to the people to authorize voting One hundred thousand system of \$144,000 and having made an offer of \$100,000 to (2) dollars (\$100,000) to procure Niagara power. This was passed.

It may be noted that, before the by-law was passed by the City, a company called the Electric Distributing Company was formed in Windsor, with the object of purchasing power from the supplied light and power - not only to Walkerville but to H.E.P.C. and exporting it to Detroit. The Company had agreed to purchase an original block of power of 15,000 h.p. and to purchase the local system and take power from the H.E.P.C. increase it in blocks of 1,000 h.p. at a time. They also agreed to finance the undertaking and to sell the system out to the H.E.P.C. at any time, at a price to be agreed upon.

However, in view of the by-law being passed, nothing further was done in this connection.

Upon the passing of the by-law the H.E.P.C. immediately began the extension of their transmission lines from London to Windsor and power was finally turned on, on August 20, 1914. At this time, the local city power station, which heretofore had supplied street lighting in the City of Windsor, was scrapped.

The H.E.P.C. then commenced the construction of a competing distribution system in the City of Windsor, having

(1) Continued.

Estimates - no intention on the part of the municipalities that are lights \$50. per year and incandescent lights at \$39.00 per year, based on \$39.00 per H.P. system.

Walkerville - H.P.C. Cost per H.P. at Walkerville.
1500 \$38.00

(2) By-law No. 1353, passed July 4, 1910, authorizing the issue of One hundred thousand dollars (\$100,000) of debentures.

refused to permit this, the attempted valuation was abandoned.

in the following year the Council of Windsor submitted a by-law to the people to authorize voting One hundred thousand dollars (\$100,000) to procure Electric power. This was passed. It may be noted that, before the by-law was passed by the City, a company called the Electric Distributing Company was formed in Windsor, with the object of purchasing power from the H.E.P.C. and exporting it to Detroit. The Company had agreed to purchase an original block of power of 15,000 h.p. and to increase it in blocks of 1,000 h.p. at a time. They also agreed to finance the undertaking and to sell the system out to the H.E.P.C. at any time, at a price to be agreed upon. However, in view of the by-law being passed, nothing further was done in this connection. Upon the passing of the by-law the H.E.P.C. immediately began the extension of their transmission lines from London to Windsor and power was finally turned on, on August 20, 1914. At this time, the local city power station, which heretofore had supplied street lighting in the City of Windsor, was scrapped. The H.E.P.C. then commenced the construction of a competing distribution system in the City of Windsor, having 1) Continued. Estimated - are lights \$50. per year and incandescent lights at \$35.00 per year, based on \$35.00 per h.p. Windsor - H.E.P.C. 1880 Cost per h.p. at Windsor \$35.00 By-law No. 1888, passed July 4, 1910, authorizing the issue of One hundred thousand dollars (\$100,000) of debentures.

- 3 -

Nothing further was done until 1917 when certain extensions to in the meantime placed a valuation on the local distribution system of \$144,000 and having made an offer of \$150,000 to the Detroit United Railways for this, which offer was refused.

Meanwhile the municipality of Walkerville, (in which a local distribution system, owned by the Walker interests, supplied light and power - not only to Walkerville but to Sandwich east and Ford) had entered into negotiations to purchase the local system and take power from the H.E.P.C. This was accomplished in March, 1915 upon the termination of the contract with the Essex County Light and Power Company.

In the year 1914 the Windsor City Council made overtures to the H.E.P.C. to prepare a complete survey of the radial situation in the Border Cities, with a view to taking over the system for the municipalities. There seems to be no doubt that the municipalities intended to take over the radial system on the expiration of the existing franchises, to be owned and operated by the municipalities themselves. A deputation came before the Government at that time and were referred to Sir Adam Beck. It was explained to them that such matters were placed, by the Ontario Government, in the hands of the H.E.P.C. It is to be noted at this time that there was no intention on the part of the municipalities that the H.E.P.C. were to operate the system.

Following this the H.E.P.C. sent a couple of engineers to Windsor, with the object of inspecting and placing values on the radial railways, but as the local manager of the system refused to permit this, the attempted valuation was abandoned.

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which a local distribution system, owned by the Walker interests supplied light and power - not only to Walkersville but to Sandwich east and Ford) had entered into negotiations to purchase the local system and take power from the N.E.P.C. This was accomplished in March, 1915 upon the termination of the contract with the Essex County Light and Power Company. In the year 1914 the Windsor City Council made

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Following this the N.E.P.C. sent a couple of engineers to Windsor, with the object of inspecting and placing values on the radial railways, but as the local manager of the system refused to permit this, the attempted valuation was abandoned.

Nothing further was done until 1917 when certain extensions to the S.W. & A. Railway were requested by the municipalities. At first the railway company refused to make any extensions to the system, without being granted at the same time an extension to the franchise by the municipalities. The franchises for Windsor and Walkerville expired December 31, 1922 but that of Sandwich was not to expire until 1931. The municipalities refused to extend the franchises and finally, after some negotiations, the S.W. & A. Railway Company offered to make the requested extensions provided that the municipalities would give them one year's notice to terminate their franchises at any time, and would arrange for the taking over of the railways under the terms of the Arbitration Act. This did not appear to satisfy the municipalities who continued to negotiate with Sir Adam Beck.

Following this, a number of deputations waited on Sir Adam Beck from time to time, with no further progress being made, until in May, 1919, there was a strike by the employees of the S.W. & A. Railway, for an increase in wages. A Conciliation Board, appointed some time previously, had been successful on several occasions in negotiating with the employees but on this occasion as the decision was adverse to the men, the employees refused to accept the decision and continued the strike. At a conference between the Council and the Conciliation Board it was decided that a straight five-cent fare throughout, instead of the 4¹/₂ fare, would solve the problem and permit the demanded increase to be given to the men. In order to approve of this formally,

Nothing further was done until 1917 when certain extensions to the S.W. & A. Railway were requested by the municipalities. At that time the railway company refused to make any extensions to the system, without being granted at the same time an extension to the franchise by the municipalities. The franchise for Windsor and Walkerville expired December 31, 1922 but that of London was not to expire until 1921. The municipalities refused to extend the franchise and finally, after some negotiations, the S.W. & A. Railway Company offered to make the requested extensions provided that the municipalities would give them one year's notice to terminate their franchise at any time, and would arrange for the taking over of the railway under the terms of the franchise then existing. This did not appear to satisfy the municipalities who continued to negotiate with Sir Adam Beck. Following this, a number of negotiations awaited Sir Adam Beck from time to time, with no further progress being made, until in May, 1919, there was a strike by the employees of the S.W. & A. Railway, for an increase in wages. A Conciliation Board, appointed some time previously, had been successful on several occasions in negotiating with the employees but on this occasion as the decision was adverse to the men, the employees refused to accept the decision and continued the strike. At a conference between the Council and the Conciliation Board it was decided that a twenty-five-cent fare throughout, instead of the 40c fare, would solve the problem and permit the demanded increase to be given to the men. In order to approve of this fare, the

- 5 -

a by-law was prepared for submission to the people and Sir Adam Beck was asked to speak prior to the vote being taken. A large public meeting was held in the Armouries and, at this meeting, Sir Adam Beck pointed out that, if the street railway company were taken over by the people, the fares would not be increased. He further stated that, if the contemplated increase were granted by giving the Company a straight five-cent fare, this would be capitalized by the company owning the railway and the municipalities would be charged an additional amount on the basis of earning power when they were taking over the System. This speech, to a great extent, contributed to the defeat of the by-law. When this by-law was defeated, the employees again went out on strike and the system was turned over to the Ontario Railway and Municipal Board to be operated. After about two weeks the railway was taken back by the S.W. & A. Railway Company to be managed.

In or about the month of May, 1919, the local manager of the system, with a deputation from Windsor and Walkerville, consulted with Mr. Brooks, president of the Detroit United Railways, with regard to the purchase of the System and, at that time Mr. Brooks assured them that he would put a price on the road for the purpose of sale. Permission was then given to the engineers of the H.E.P.C. to inspect the plant and make a valuation.

a by-law was prepared for submission to the people and Sir Adam Beck was asked to speak prior to the vote being taken. A large public meeting was held in the Armories and, at this meeting, Sir Adam Beck pointed out that, if the street railway company were taken over by the people, the fares would not be increased. He further stated that, if the contemplated increases were granted by giving the company a straight five-cent fare, this would be capitalized by the company owning the railway and the municipalities would be charged an additional amount on the basis of earning power when they were taking over the system. This speech, to a great extent, contributed to the defeat of the by-law. When this by-law was defeated, the employees again went on strike and the system was turned over to the Ontario Railway and Municipal Board to be operated. After about two weeks the railway was taken back by the B.W. & A. Railway Company to be managed. In or about the month of May, 1919, the local manager of the system, with a delegation from Windsor and Walkerville, communicated with Mr. Brooks, president of the Detroit United Railway, with regard to the purchase of the system and, at that time Mr. Brooks assured them that he would put a price on the road for the purpose of sale. Information was then given to the engineers of the B.W. & A. to inspect the plant and make a valuation.

- 6 -

Negotiations were then carried on for the most part verbally, between Sir Adam Beck and the Detroit United Railways which resulted finally in agreeing upon a price of \$2,039,000. This price was not in accordance with the valuation made by the H.E.P.C. and, during the negotiations, Sir Adam Beck advised the representatives of the municipalities on several occasions that the price asked was more than the road was worth. He did not, however, advise the municipalities not to purchase the system. There appears to have been a strong feeling in the municipalities that they wanted the railway system for themselves and this feeling was undoubtedly fostered by speeches and conversations with Sir Adam Beck.

The necessary by-laws were submitted to the various municipalities under the Hydro-Radial Railway Act and were passed in all except the township of Anderson - the proportion of which was shared among the various other municipalities. Prior to voting on this by-law a strenuous campaign was inaugurated by the H.E.P.C. and a number of speeches were made by Sir Adam Beck and other members of the Commission, the tenor of which was practically the same, as Sir Adam Beck had made in the Spring of 1919, during the strike. (4)

Although the by-laws contemplated taking over the system on January 1, 1920, the actual deal was not completed until April 1st. This delay was stated by the H.E.P.C. to have been chiefly in order to permit of obtaining new rolling stock. Company should pay the interest on their bonds from

(4) Extract from speech of Sir Adam Beck, November 29, 1919, reported in the "Border City Star".

Extract from speech of Sir Adam Beck, November 19, 1913.
stock.
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of \$1,039,000. This price was not in accordance with the
Railways which resulted finally in agreeing upon a price
part verbally, between Sir Adam Beck and the Detroit United
Negotiations were then carried on for the most

time to the SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY.

upon the full amount of bonds issued, viz: \$2,039,000.

At the time TERMS OF PURCHASE. an issue of H.E.P.C.

bonds of \$2,100,000 was made, of which \$1,850,000 par value

were handed over. The purchase price of \$2,039,000 in forty (40)

year 4½% bonds of the Hydro-electric Power Commission of

Ontario, dated April 1, 1920 and guaranteed by the Province of

the Ontario, covers - over at that time and the remainder \$1,000

of bonds 1 - The Sandwich, Windsor & Amherstburg Railway,

including all the shares of its capital stock

and all its physical assets, lands, rolling stock,

Hydro-electric apparatus, machinery, franchises, licenses, etc.

respectively 2 - The Windsor & Tecumseh Electric Railway Company,

including all outstanding shares, as well as its

physical assets, franchises, etc.

At the date of the purchase there were bonds out-

standing against the Companies to the extent of \$789,000

and, under the terms of the purchase, it was stipulated

that the H.E.P.C. was not to assume these bonds. It was,

however, provided that \$789,000 par value of the bonds by the

issued by the H.E.P.C. and guaranteed by the Province,

should be delivered to the National Trust Company, Limited

to be held in escrow and handed over to the Detroit United

Railway Company as and when the \$789,000 outstanding bond

issues of the Company were retired.

It was, of course, provided that the Detroit United

Railway Company should pay the interest on their bonds from

SANBUSH, WINSON AND AMHERSTBURG RAILWAY.

TERMS OF PURCHASE.

The purchase price of \$2,000,000 in forty (40)

year 4 1/2 bonds of the Hydro-Electric Power Commission of

Ontario, dated April 1, 1930 and guaranteed by the Province of

Ontario, covers -

1 - The Sanbush, Winson & Amherstburg Railway.

Including all the shares of the capital stock

and all the physical assets, lands, rolling stock,

apparatus, machinery, transmission, lines, etc.

2 - The Winson & Amherstburg Electric Railway Company,

Including all outstanding shares, as well as the

physical assets, transmission, etc.

At the date of the purchase there were bonds out-

standing against the companies to the extent of \$782,000

and, under the terms of the purchase, it was stipulated

that the H.E.P.C. was not to assume these bonds. It was,

however, provided that \$782,000 per value of the bonds

issued by the H.E.P.C. and guaranteed by the Province,

should be delivered to the National Trust Company, Limited

to be held in escrow and handed over to the Detroit United

Railway Company as and when the \$782,000 outstanding bond

interest of the company were received.

It was, of course, provided that the Detroit United

Railway Company should pay the interest on their bonds from

time to time and that the H.E.P.C. should pay interest upon the full amount of bonds issued, viz: \$2,039,000.

At the time of the purchase an issue of H.E.P.C. bonds of \$2,100,000 was made, of which \$1,250,000 par value were handed over to the Detroit United Railways Company; \$789,000 par value deposited with the National Trust Company, Limited, as security for the outstanding obligations against the properties taken over at that time and the remaining \$61,000 of bonds hypothecated with the Bank of Montreal, as security for advances made to provide for improvements and extensions.

The municipalities, pursuant to Section 11 of the Hydro-Electric Railway Act, issued debentures to the amounts respectively apportioned as their shares of the cost and equipment of the railway, which were turned over to the Commission as collateral security for the Commission's bonds, issued under Section 6 of the Hydro-Electric Railway Act. The bonds apportioned to the township of Anderdon (which had failed to pass the radial by-law) were apportioned among the remaining municipalities.

The local distribution system in Windsor, owned by the Sandwich, Windsor and Amherstburg Railway, was then sold to the City for \$190,000 of bearer bonds of the City of Windsor, bearing interest at the rate of $4\frac{1}{2}\%$ per annum and maturing April 1, 1960, which were delivered to the Hydro-Electric Power Commission.

time to time and that the N.E.T.C. should pay interest upon the full amount of bonds issued, viz: \$2,000,000.

At the time of the purchase an issue of N.E.T.C. bonds of \$2,100,000 was made, of which \$1,350,000 per value were handed over to the Detroit United Railways Company; \$750,000 per value deposited with the National Trust Company, Limited, as security for the outstanding obligations against the corporation taken over at that time and the remaining \$61,000 of bonds hypothecated with the Bank of Montreal, as security for advances made to provide for improvements and extensions.

The municipalities, pursuant to Section 11 of the Hydro-Electric Railway Act, issued debentures to the amount respectively apportioned as their shares of the cost and equipment of the railway, which were turned over to the Commission as collateral security for the Commission's bonds, issued under Section 6 of the Hydro-Electric Railway Act.

The bonds apportioned to the Township of Andover (which had failed to pass the radical by-law) were apportioned among the remaining municipalities.

The local distribution system in Windsor, owned by the Sandwich, Windsor and Amherstburg Railway, was then sold to the City for \$100,000 of better bonds of the City of Windsor, bearing interest at the rate of 4 1/2 per annum and maturing April 1, 1960, which were delivered to the Hydro-Electric Power Commission.

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY

INTANGIBLES

Under the Hydro-Electric Railway Act all the works, property and effects acquired, operated and maintained by the Commission under the Act are deemed to be the property of the Province. The valuation of the S.W.&A. Railway, made by the engineers of the H.E.P.C. dated December 4th, 1919, gave the total appraised value of the system as \$1,639,088.45. The difference between this amount and the face value of the bonds given in payment therefor viz: \$2,039,000. would appear to create an intangible item amounting to \$401,911.05. It should, however, be noted that, as of April 1, 1920, Provincial Government bonds of forty (40) years maturity were being sold to the Companies, being identical in such cases as all bonds yield approximately 5.6%, so that the actual cash value of which are members or employees of the Hydro-Electric of the H.E.P.C. 4½% bonds, guaranteed by the Province, Lower Commission of Ontario. It is to be noted that these handed over as the purchase price, was approximately \$1,651,590.00. It may be stated in consequence that the amount actually paid in cash for the System was approximately equal to the physical valuation made by the H.E.P.C. engineers.

Paid 2,039,000
Appraisal 1,639,088.45
Intangibles 400,000.

It is to be further noted that no remuneration is paid to any of the directors of these companies by reason of being officers of the company, in addition to their regular remuneration received from the Hydro-Electric Power Commission of Ontario.

SANDWICH, WINDBOR AND AMHERSTBURG RAILWAY COMPANY

INTANGIBLES

The valuation of the S.W.A.A. Railway,

made by the engineers of the H.R.P.C. dated December

4th, 1919, gave the total appraised value of the system

as \$1,639,038.45. The difference between this amount

and the face value of the bonds given in payment therefor

was \$2,032,000. would appear to create an insurmountable

item amounting to \$401,911.05. It should, however, be

noted that, as of April 1, 1920, Provincial Government

bonds of forty (40) years maturity were being sold to

yield approximately 5.6%, so that the actual cash value

of the H.R.P.C. 4 1/2% bonds, guaranteed by the Province,

handed over as the purchase price, was approximately

\$1,651,590.00. It may be stated in consequence that

the amount actually paid in cash for the system was

approximately equal to the physical valuation made by

the H.R.P.C. engineers.

the \$1,651,590.00 paid
less \$1,250,000.00
\$401,590.00

STATUS AND RELATIONSHIPS.

The following is a list of general complaints.

Under the Hydro-Electric Railway Act all the works, property and effects acquired, operated and maintained by the Commission under the Act are vested in the Commission on behalf of the municipal corporations involved. However, owing to the \$789,000 par value of outstanding bonds and also owing to the purchase by the H.E.P.C. of the paid-up capital stock of these Companies, the H.E.P.C. found itself in the position of having to continue the operations under the two existing companies. The H.E.P.C. have elected their own Boards of Directors to carry on the affairs of the Companies, being identical in each case; all members of which are members or employees of the Hydro-Electric Power Commission of Ontario. It is to be noted that there is no provision in the Ontario Hydro-Electric Railway Act permitting the purchase by the Commission of shares of a railway company, so that the Commission's act in purchasing these two railway systems may have been ultra vires but it is no doubt contemplated by the H.E.P.C. that as soon as the outstanding bond indebtedness of the Detroit United Railways is liquidated, the companies will cease to exist as separate entities.

It is to be further noted that no remuneration is paid to any of the directors of these companies by reason of being officers of the company, in addition to their regular remuneration received from the Hydro-Electric Power Commission of Ontario.

STATUS AND RELATIONS

Under the Hydro-Electric Railway Act all the works, property and effects acquired, operated and maintained by the Commission under the Act are vested in the Commission on behalf of the municipal corporations involved. However, owing to the \$750,000 par value of outstanding bonds and also owing to the purchase by the H.E.R.C. of the paid-up capital stock of these companies, the H.E.R.C. found itself in the position of having to continue the operations under the two existing companies. The H.E.R.C. have elected their own Boards of Directors to carry on the affairs of the companies, being identical in each case; all members of which are members or employees of the Hydro-Electric Power Commission of Ontario. It is to be noted that there is no provision in the Ontario Hydro-Electric Railway Act permitting the purchase by the Commission of shares of a railway company, so that the Commission's act in purchasing these two railway systems may have been ultra vires but it is no doubt contemplated by the H.E.R.C. that as soon as the outstanding bond indebtedness of the Detroit United Railway is liquidated, the companies will cease to exist as separate entities.

It is to be further noted that no remuneration is paid to any of the directors of these companies by reason of being officers of the company, in addition to their regular remuneration received from the Hydro-Electric Power Commission.

3 - Red Tape:

COMPLAINTS.

The local manager of the System, Mr. McGill, claims to be in full charge of the operation.

The following is a list of general complaints made by the public of the Border Cities with regard to the S.W. & A. Railway Company:

1 - Cars:

Delivery of the new cars promised at the time the purchase was completed was postponed for several months. The cars purchased were second-hand, brought up from New York State. They were purchased at a very high price (\$120,000 for six (6) cars with trailers). When they arrived the wheels of all had to be changed. They have never been satisfactory. The seventeen (17) one-man cars purchased recently are not regarded as satisfactory on the lines and at the times used at present.

2 - Service:

Though the present schedule shows a greater number of cars in operation than prior to the system being taken over by the H.E.P.C., the service is claimed to be no better. There are complaints of cars being bunched and it is stated that no real effort is made to maintain the schedule. The service between Walkerville and Windsor is not nearly so frequent as under the former management of the Company.

3 - Red Tape:

COMPLAINTS.

The following is a list of General complaints made by the public of the Border Cities with regard to the S.W. & A. Railway Company:

1 - Rate:

Delivery of the new cars promised at the time the purchase was completed was postponed for several months. The cars purchased were second-hand, brought up from New York State. They were purchased at a very high price (\$120,000 for six (6) cars with trailers). When they arrived the wheels of all had to be changed. They have never been satisfactory. The new ones (17) one-man cars purchased recently are not regarded as satisfactory on the lines and at the times used at present.

2 - Service:

Through the present schedule shows a greater number of cars in operation than prior to the system being taken over by the N.E.P.C., the service is claimed to be no better. There are complaints of cars being bunched and it is stated that no real effort is made to maintain the schedule.

The service between Whiteville and Windsor is not nearly so frequent as under the former management of the Company.

3 - Red Cars:

3 - Red Tape:

The local manager of the System, Mr. McGill, claims to be in full charge of the operation of the system but it is claimed that any suggestions of the municipalities have to be first referred to Toronto, when an inspection is made and finally instructions are received from the Head Office of the H.E.P.C. This condition is probably more marked in connection with engineering and construction, any details of which apparently have to be referred to Mr. R. U. Fairlie of Toronto. There was a great deal of trouble between the municipalities and the H.E.P.C., with regard to erecting poles for the trackless trolleys in both Walkerville and Windsor.

4 - Lack of Consideration for the Municipalities:

Complaints are made that the H.E.P.C. treat the municipalities in a very arbitrary manner, making any changes they desire without reference to the municipalities or consultation with them.

5 - Rates:

Despite the promise made by Sir Adam Beck in 1919, the rates were raised from 4-1/6¢ to 5¢ straight. When the trackless trolleys were put on, an extra one cent was charged for a transfer. A deputation from Windsor was assured that this would be rectified. The rectification consisted in raising all fares to 6¢, although tickets can be purchased at the rate of twenty (20) for One dollar (\$1.00).

The local manager of the System, Mr. Kestell, claims to be in full charge of the operation of the system but it is claimed that any suggestions of the municipalities have to be first referred to Toronto, when an inspection is made and finally instructions are received from the Head Office of the H.R.C. This condition is probably more marked in connection with engineering and construction, any details of which apparently have to be referred to Mr. H. E. Poirie of Toronto. There was a great deal of trouble between the municipalities and the H.R.C., with regard to erecting poles for the traction trolley in both Walkerville and Windsor.

4 - Lack of consideration for the municipalities:

Complaints are made that the H.R.C. treat the municipalities in a very arbitrary manner, making any changes they desire without reference to the municipalities or consultation with them.

5 - Rates:

Despite the promise made by Sir Adam Beck in 1912, the rates were raised from 4-1/2¢ to 5¢ straight. When the traction trolleys were put on, an extra one cent was charged for a transfer. A deduction from Windsor was assumed that this would be rectified. The rectification consisted in raising all fares to 5¢, although tickets can be purchased at the rate of twenty (20) for One

6 - Taxes:

The H.E.P.C. does not pay local taxes and does not pave either between the rails or 18" on either side thereof, which the former company was required to do. Consequently, it may be said that

1. Track the System is running directly at the cost of the municipalities, instead of the car users.
Special Track tax \$2,927.62

7 - Breakdowns:

2. Bridges - Aug. 28, 1919 The local manufacturers claim that an inordinately
3. Buildings, Aug. 26, 1919 Used D. large number of breakdowns have occurred and that
50% for depreciation information is never available as to how long the
4. Land, June 30, 1919 power will be turned off. These breakdowns are
5. Overhead, June 30, 1919 stated to have caused serious loss to a number of
6. Rolling manufacturers.

8 - During the War, when there was a shortage of power, the City lights were not turned on until very late. They were also staggered to effect a saving in
9. Power Plant Equipment June 9, 1919 power but the same rates prevailed as though the
9. Distributing System 2, 1919 power were supplied in accordance with the agreement.

Total appraised value of Rail-
way, & Power and Light \$1,757,289.48
Purchase Price \$2,089,000.00
4-1/2% Bonds to Power and Light \$2,000,000.00
\$1,949,000.00
4-1/2% Bonds for Retortment \$51,000.00
Total Bonds for Railway \$2,100,000.00

not have either between the rolls or 18" or

the system is running directly at the cost of the

...to the fact that the ...

1945-1946 - 7

The local manufacturers claim that an inadequately

Large number of specimens have occurred and the

Information is never available as to how long the

power will be turned off. These breakdowns are

stated to have earned various fees to a number of

* 250 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100

3 - During the war, when there was a shortage of power, the

...and I have no doubt as to your ability to

They were also charged with molesting and harassing the victim.

However, but the same rates prevailed as elsewhere in the district.

power were applied in accordance with the agreement.

SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY

VALUATION MADE BY ENGINEERS OF THE

HYDRO-ELECTRIC POWER COMMISSION ON

DECEMBER 4th, 1919

Property	Appraised Value	Present Value	Intangible
1. Track Construction, August 26, 1919.			
Track	\$857,952.56		
Devil Strip	18,806.62	2,223,829.01	
Special Track 65%	42,897.62		\$ 919,656.80
2. Bridges - Aug. 26, 1919			
Bridges		39,914.81	
3. Buildings, Aug. 26, 1919.	\$117,684.57		
Used D.V.R. figures \$169,748.39 reducing			
50% for depreciation			94,874.20
4. Land, June 20, 1918			
Land		49,992.12	
5. Overhead, June 20, 1918			
\$208,295.50 reduced 35% for depreciation....		135,392.08	
6. Rolling stock, June 26, 1919			
Rolling stock		234,550.00	
7. Shop Tools June 26, 1918			
Shop Tools		22,716.09	
Total appraised value of	\$1,487,095.10		
the railway			
8. Power Plant Equipment June 9, 1919	\$160,826.96		
9. Distributing System " 9, 1919	109,366.42	270,193.38	
Total appraised value of Rail-			
way, & Power and Light		\$1,757,288.48	
<u>Purchase Price</u>		\$2,039,000.00	
4-1/2% Bonds to Power and Light		\$190,000.00	
added \$33,193.38 to the intangible values.		\$1,849,000.00	
4-1/2% Bonds for Betterment		\$251,000.00	
Total Bonds for Railway		\$2,100,000.00	

In this way the "Intangibles" were increased from \$231,711.33 to \$401,911.33, at which figure they are carried at present on the books of the Hydro-Electric Power Commission of Ontario.

SANDWICH, WINSTON AND AMHERSTBURG RAILWAY

VALUATION MADE BY ENGINEERS OF THE

HYDRO-ELECTRIC POWER COMMISSION OF

DECEMBER 31st, 1919

1. Track Construction, August 22, 1919.	
Track	\$287,252.55
Devil Strip	18,806.42
Special Track 602	42,927.62
.....	\$ 319,686.60
2. Bridges - Aug. 26, 1919	
.....	39,214.21
3. Buildings, Aug. 26, 1919.	
Used D.U.R. Timber 5122.748.39	
.....	94,674.23
4. Land, June 20, 1919	
.....	49,222.12
5. Overhead, June 20, 1919	
.....	122,222.00
6. Rolling stock, June 26, 1919	
.....	224,222.00
7. Shop Tools June 26, 1919	
.....	22,716.02
8. Total appraised value of the railway	\$1,427,022.10
9. Power Plant Equipment June 9, 1919 \$160,222.22	
10. Distributing System " 9, 1919 102,222.42	
.....	270,122.22
Total appraised value of Rail- way, & Power and Light	\$1,727,222.48
.....	\$2,022,000.00
4-1/2% Bonds to Power and Light	120,000.00
.....	\$1,242,000.00
4-1/2% Bonds for Retention	251,000.00
.....	\$2,100,000.00
Total Bonds for Railway	\$2,100,000.00

HYDRO-ELECTRIC RAILWAYS

Copy of an Order-in-Council approved by
 His Honour the Lieutenant-Governor, dated the 16th
 day of October, A.D. 1913.

<u>Property</u>	<u>Appraisal Value</u>	<u>Present Value</u>	<u>Intangible.</u>
Way & Structures	1,229,829.01	1,229,829.01	
Equipment	257,266.09	206,968.79	40,006.65
" Spare		10,290.65	
Total Physical Value	1,487,095.10	1,447,088.45	40,006.65
Power & Light System	270,193.38	190,000.00	80,193.38
Total Appraisal Value	1,757,288.48	1,637,088.45	120,200.03
Intangible	281,711.52	-	281,711.52
GRAND TOTAL	\$2,039,000.00	1,637,088.45	401,911.55

NOTE: The valuation on the preceding page had, of necessity, to be altered at the time the system was taken over.

The appraisal value of the power and light system of \$270,193.38, when sold to the City of Windsor for \$190,000, added \$80,193.38 to the intangible values.

It was also necessary to write down the values of certain equipment (e.g. rolling stock) by \$40,006.65.

In this way the "Intangibles" were increased from \$281,711.52 to \$401,911.55, at which figure they are carried at present on the books of the Hydro-Electric Power Commission of Ontario.

HYDRO-ELECTRIC RAILWAYS

REVENUE SYSTEM

Property	Assessed Value	Present Value	Excess
Way & Structures	1,323,323.01	1,323,323.01	
Equipment	237,266.09	208,266.72	40,000.00
Other		10,230.00	
Total Physical Value	1,437,095.10	1,447,088.48	40,000.00
Power & Light System	270,125.28	190,000.00	80,125.28
Total Appraised Value	1,707,220.38	1,637,088.48	170,131.90
Intangible	281,711.52		281,711.52
GRAND TOTAL	\$2,038,000.00	1,637,088.48	401,911.52

NOTE: The valuation on the preceding page had, of necessity, to be altered at the time the system was taken over.

The appraised value of the power and light system of \$270,125.28, when sold to the City of Windsor for \$190,000.00, added \$80,125.28 to the intangible values.

It was also necessary to write down the value of certain

equipment (e.g. rolling stock) by \$40,000.00.

In this way the "Intangibles" were increased from \$281,711.52

to \$601,911.52, at which figure they are carried at present on the

books of the Hydro-Electric Power Commission of Ontario.

Copy of an Order-in-Council approved

by His Honour the Lieutenant-Governor, dated the
Copy of an Order-in-Council approved by
27th day of January, 1920.

His Honour the Lieutenant-Governor, dated the 16th
day of October, A.D. 1919.

Upon the recommendation of the Honourable
the Attorney-General, the Committee of Council advise
that in accordance with the requisition of the Hydro-
Electric Power Commission of Ontario and pursuant to
the Hydro-Electric Railway Act 1914, and amendments
thereto, (Upon the recommendation of the Honourable
the Attorney-General, the Committee of Council advise
that pursuant to the provisions of sub-section 4, of
section 4 of the Hydro-Electric Railway Act, 1914, as
amended, Your Honour do sanction and approve of the
terms of the accompanying proposed agreement to be
entered into by the Hydro-Electric Power Commission
of Ontario, and the following Municipal Corporations:
and approved by Order-in-Council dated the 16th day of
October A.D. 1919.

Township of Sandwich East,
Township of Sandwich West,
Township of Anderdon,
Town of Ford City,
Town of Walkerville,
Town of Sandwich,
Town of Ojibway,
Town of Amherstburg,
City of Windsor."

Charles Head Sprule, Assistant Treasurer of Ontario,
be designated as the officer to sign the said guaranty
on each of the above-mentioned bonds on behalf of the
Province of Ontario and that the form of such guaranty
shall be as follows:

"By virtue of power conferred by the legis-
lature of the Province of Ontario, Canada,
the Province of Ontario hereby guarantees
to the holder of the within bond for the
time being, and to the holder for the time
being of any of the coupons attached thereto,
the payment of the principal of the within
bonds and of the interest thereon according to
the tenor of the said bond and of the coupons
attached thereto."

33

Copy of an Order-in-Council approved by
His Honor the Lieutenant-Governor, dated the 18th
day of October, A.D. 1913.

Upon the recommendation of the Honorable
the Attorney-General, the Committee of Council advise
that pursuant to the provisions of sub-section 4, of
section 4 of the Hydro-Electric Railway Act, 1914, as
amended, Your Honor do ascertain and approve of the
terms of the accompanying proposed agreement to be
entered into by the Hydro-Electric Power Commission
of Ontario, and the following Municipal Corporations:

Township of Sandwich East,
Township of Sandwich West,
Township of Amherstburg,
Town of Sandwich,
Town of Ojibway,
Town of Amherstburg,
City of Windsor.

Copy of an Order-in-Council approved
by His Honour the Lieutenant-Governor, dated the
27th day of January, 1920.

"Upon the recommendation of the Honourable the Attorney-General, the Committee of Council advise that in accordance with the requisition of the Hydro-Electric Power Commission of Ontario and pursuant to the Hydro-Electric Railway Act 1914, and amendments thereto, the Hydro-Electric Power Commission of Ontario be authorized to proceed with the acquisition, construction, equipment and operation of certain electric railway lines in the County of Essex, which said lines are particularly described in certain agreements entered into between the Hydro-Electric Power Commission of Ontario and the Municipal Corporation of the Township of Sandwich East, the Municipal Corporation of the Township of Sandwich West, the Municipal Corporation of the Town of Ford City, the Municipal Corporation of the Town of Walkerville, the Municipal Corporation of the Town of Sandwich, the Municipal Corporation of the Town of Ojibway, the Municipal Corporation of the Town of Amherstburg and the Municipal Corporation of the City of Windsor, which said agreements were sanctioned and approved by Order-in-Council dated the 16th day of October A.D. 1919, and to issue bonds from time to time for the amount required for such undertakings.

"The Committee further advises that the Treasurer of Ontario be authorized for and on behalf of the Province to guarantee the payment of the bonds so issued by the Commission.

"And the Committee further advises that Charles Hood Sproule, Assistant Treasurer of Ontario, be designated as the officer to sign the said guaranty on each of the above-mentioned bonds on behalf of the Province of Ontario and that the form of such guaranty shall be as follows:

"By virtue of power conferred by the legislature of the Province of Ontario, Canada, the Province of Ontario hereby guarantees to the holder of the within bond for the time being, and to the holder for the time being of any of the coupons attached thereto, due payment of the principal of the within bonds and of the interest thereon according to the tenor of the said bond and of the coupons attached thereto."

Copy of an Order-in-Council approved

by His Honour the Lieutenant-Governor, dated the

27th day of January, 1930.

"Upon the recommendation of the Honourable the Attorney-General, the Committee of Council advise that in accordance with the requisition of the Hydro-Electric Power Commission of Ontario and pursuant to the Hydro-Electric Railway Act 1914, and amendments thereto, the Hydro-Electric Power Commission of Ontario be authorized to proceed with the acquisition, construction, equipment and operation of certain electric railway lines in the County of Essex, which said lines are particularly described in certain agreements entered into between the Hydro-Electric Power Commission of Ontario and the Municipal Corporation of the Township of Sandwich West, the Municipal Corporation of the Township of Sandwich West, the Municipal Corporation of the Town of Ford City, the Municipal Corporation of the Town of Wainwright, the Municipal Corporation of the Town of Sandwich, the Municipal Corporation of the Town of Ojibway, the Municipal Corporation of the Town of Amherstburg and the Municipal Corporation of the City of Windsor, which said agreements were sanctioned and approved by Order-in-Council dated the 18th day of October A.D. 1919, and to issue bonds from time to time for the amount required for such undertakings.

"The Committee further advise that the Treasurer of Ontario be authorized for and on behalf of the Province to guarantee the payment of the bonds so issued by the Commission.

"And the Committee further advise that Charles Hood Sprules, Assistant Treasurer of Ontario, be designated as the officer to sign the said guarantee on each of the above-mentioned bonds on behalf of the Province of Ontario and that the form of such guarantee shall be as follows:

"By virtue of power conferred by the Legislature of the Province of Ontario, Canada, the Province of Ontario hereby guarantees to the holder of the within bond for the time being, and to the holder for the time being of any of the coupons attached thereto, the payment of the principal of the within bonds and of the interest thereon according to the tenor of the said bond and of the coupons attached thereto."

Copy of an Order-in-Council, approved
by His Honour the Lieutenant-Governor, dated the
27th day of April, 1921.

The Committee of Council have had under consideration the report of the Honourable, the Provincial Treasurer, dated 26th April, 1921, wherein he states that by Order-in-Council passed 27th January A.D. 1920, pursuant to the Hydro-Electric Railway Act, 1914 and amendments thereto, the Hydro-Electric Power Commission of Ontario was authorized to proceed with the acquisition, construction and operation of certain electric railway lines in the County of Essex and certain agreements between the said Commission and the various Municipal Corporations therein mentioned were sanctioned and approved and the Commission was authorized to issue bonds for the amount required for such undertaking and the Treasurer of Ontario was authorized for and on behalf of the Province to guarantee the payment of the bonds so issued by the Commission and whereas the Electric Railway lines in the County of Essex mentioned in said Order-in-Council are the electric railway lines acquired by the Commission from Detroit United Railway under agreement dated 14th January, 1920, copy of which is set out in Schedule "C" to the Hydro-Electric Railway Act, 1920, and whereas the Commission has issued its bonds to the amount of \$2,100,000.00 dated 1st April, 1920, payable 1st April, 1960, and bearing interest at the rate of 4½ per annum half yearly of which \$2,039,000 have been delivered pursuant to the said agreement of the 14th January, 1920, and whereas it is desirable to declare that the said bonds were duly issued and guaranteed by the Province of Ontario under the said Order-in-Council of the 27th January, 1920.

"The Provincial Treasurer recommends that the bonds of the Hydro-Electric Power Commission of Ontario to the amount of \$2,100,000.00 dated 1st April, 1920, payable 1st April, 1960, and bearing interest at the rate of 4½ per annum, half yearly are the bonds mentioned in and authorized to be issued by said Order-in-Council of the 27th day of January, 1920, and the guarantee by the Province of Ontario of the payment of the principal and interest of the said bonds, is hereby confirmed.

"The Committee concur in the recommendation of the Honourable the Provincial Treasurer, and advise that the same be acted on."

The whole matter was given

Copy of an Order-in-Council, approved
by His Honour the Lieutenant-Governor, dated the
27th day of April, 1920.

The Committee of Council have had under consideration the report of the Honourable the Provincial Treasurer, dated 26th April, 1920, wherein he states that by Order-in-Council passed 27th January A.D. 1920, pursuant to the Hydro-Electric Railway Act, 1914 and amendments thereto, the Hydro-Electric Power Commission of Ontario was authorized to proceed with the construction and operation of certain electric railway lines in the County of Essex and certain agreements between the said Commission and the various Municipal Corporations therein mentioned were sanctioned and approved and the Commission was authorized to issue bonds for the amount required for such undertaking and the Treasurer of Ontario was authorized for and on behalf of the Province to guarantee the payment of the bonds so issued by the Commission and whereas the Electric Railway Lines in the County of Essex mentioned in said Order-in-Council are the electric railway lines acquired by the Commission from Detroit United Railway under agreement dated 14th January, 1920, copy of which is set out in Schedule "C" to the Hydro-Electric Railway Act, 1920, and whereas the Commission has issued its bonds to the amount of \$2,100,000.00 dated 1st April, 1920, payable 1st April, 1920, and bearing interest at the rate of 4 1/2 per annum half yearly of which \$2,029,000 have been delivered pursuant to the said agreement of the 14th January, 1920, and whereas it is desirable to declare that the said bonds were duly issued and guaranteed by the Province of Ontario under the said Order-in-Council of the 27th January, 1920.

The Provincial Treasurer recommends that the bonds of the Hydro-Electric Power Commission of Ontario to the amount of \$2,100,000.00 dated 1st April, 1920, payable 1st April, 1920, and bearing interest at the rate of 4 1/2 per annum, half yearly are the bonds mentioned in and authorized to be issued by said Order-in-Council of the 27th day of January, 1920, and the guarantee by the Province of Ontario of the payment of the principal and interest of the said bonds, is hereby confirmed.

The Committee agree in the recommendation of the Honourable the Provincial Treasurer, and advise that the same be acted on.

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY

EXTRACTS FROM MINUTES OF H.E.P.C.

Meeting of 6th May, 1919:

"Various petitions from the Border municipalities directed to apply to the Commission asking the Commission to make an inventory and valuation of the present lines of the Sandwich, Windsor and Amherstburg Railway were considered and the Chief Engineer was directed to into the matter and prepare the valuation as requested, submitting the same to the Board for approval."

Meeting of 3rd September, 1919:

"The proposed agreement covering the transfer of the properties of the Sandwich, Windsor and Amherstburg and Windsor and Tecumseh Railway systems at the price of \$2,039,000. to be paid in 4.5% Bonds of the Commission was submitted to the Board and given careful consideration, and the Secretary was directed apply for an Order-in-Council authorizing submission of the agreement to the interested municipalities."

Meeting of 20th January, 1920:

"The Secretary reported as to the negotiations and steps taken towards completion of the taking over of the Sandwich, Windsor and Amherstburg Railway from the Detroit United Railways. The whole matter was given all of which was ordered to stand pending a more complete report from the Chief Engineer covering

BANDWICH, WINDSOR & AMHERSTBURG RAILWAY

EXTRACTS FROM MINUTES OF N.E.P.C.

Meeting of 6th May, 1919.

"Various petitions from the Border municipalities asking the Commission to make an inventory and valuation of the present lines of the Bandwich, Windsor and Amherstburg Railway were considered and the Chief Engineer was directed to into the matter and prepare the valuation as requested, submitting the same to the Board for approval."

Meeting of 3rd September, 1919.

"The proposed agreement covering the transfer of the properties of the Bandwich, Windsor and Amherstburg and Windsor and Amherstburg Railway systems at the price of \$2,000,000. to be paid in 4.5% bonds of the Commission was submitted to the Board and given careful consideration, and the Secretary was directed apply for an Order-in-Council authorizing submission of the agreement to the interested municipalities."

Meeting of 20th January, 1920.

"The Secretary reported as to the negotiations and steps taken towards completion of the taking over of the Bandwich, Windsor and Amherstburg Railway from the Detroit United Railway. The whole matter was given

SANDWICH, WINDSOR & AMHERSTBURG RAILWAYPAGE 42EXTRACTS FROM MINUTES OF H.E.P.C.Meeting of 20th January, 1920: (continued)

"careful consideration. The Secretary was directed to apply to the Lieutenant-Governor in Council for an Order-in-Council authorizing the Commission to execute the agreement and complete the transaction and also the issuing of the debentures to be covered by guarantee of the Provincial Treasurer as provided for under the Act."

Meeting of 23rd March, 1920:

"The Chief Engineer brought to the attention of the Board a report respecting settlement of the amount of \$17,101.22 owing to the Detroit United Railways in connection with the purchase of the Sandwich, Windsor and Amherstburg Railway and the Treasurer was instructed to deposit sufficient of the Commission's Bonds with the Bank of Montreal to secure a loan sufficient to pay this amount."

Meeting of 14th April, 1920:

"The Chief Engineer submitted a report covering the purchase of additional cars for the Sandwich, Windsor and Amherstburg Railway and also a memorandum as to additional working capital for this Railway, all of which was ordered to stand pending a more complete report from the Chief Engineer covering

Meeting of 20th January, 1930: (continued)

"various considerations. The Secretary was directed to apply to the Lieutenant-Governor in Council for an Order-in-Council authorizing the Commission to execute the agreement and complete the transaction and also the issuing of the debentures to be covered by guarantee of the Provincial Treasurer as provided for under the Act."

Meeting of 24th March, 1930:

"The Chief Engineer brought to the attention of the Board a report respecting statement of the amount of \$17,101.22 owing to the Petrol United Railway in connection with the purchase of the Sandwich, Windsor and Amherstburg Railway and the Treasurer was instructed to deposit sufficient of the Commission's funds with the Bank of Montreal to secure a loan sufficient to pay this amount."

Meeting of 14th April, 1930:

"The Chief Engineer submitted a report covering the purchase of additional cars for the Sandwich, Windsor and Amherstburg Railway and also a memorandum to additional working capital for this Railway, all of which was ordered to stand pending a more complete report."

SANDWICH, WINDSOR & AMHERSTBURG RAILWAYE.B.P.C. FILE - WALKERVILLE E.B.P.C. 1920
EXTRACTS FROM MINUTES OF H.E.P.C.Page #31920Dec. 18th - Letter from Clark enclosing "resolution passed
Meeting of 14th April, 1920 (continued)by our Town Council at its last regular meeting
"the estimated earnings, etc. of the road."

at the request of our Board of Trade:-

Moved by Alderman J.H. Deane

Meeting of May 5th, 1920:

Seconded by Alderman Chas. Gailley.

"The Chief Engineer submitted a report with reference
 THAT the Council of the Municipality of Walkerville
 to the investigation of tenders covering the purchase
 request the Hydro-Electric Power Commission for
 of six doubletruck steel motor cars and six double
 truck steel trailer cars for the Sandwich, Windsor
 and Amherstburg Railway, all of which was approved
 estimate of a price to be charged to the said
 municipality for 2,000 h.p. of electric energy from
 and he was authorized to conclude the purchase of the
 same through Mr. R. W. Marshall of New York City at a
 by the said municipality".
1920 total price of \$120,000."

Nov. 6th - Letter from Chairman of H.E.P.C. to J.W. Centworth
Meeting of 24th June, 1920.

"The Chief Engineer submitted a draft memorandum of
 agreement to be entered into between the employees
 of the Sandwich, Windsor and Amherstburg Railway and
 the Commission. The same was taken up in detail by
 the Board and the Chief Engineer was directed to
 submit a final draft containing such changes and suggestions
 as decided upon and to incorporate as a maximum the rate
 of 44¢, 50¢ and 55¢ per hour for the men."

1913Jan. 31st

- Letter from H.E. Baber to Sir John York "I have
 just been elected on the Local Council 1913, there-
 fore intend to leave no time in having the necessary
 contract brought before the new Council for their
 approval and acceptance. Will you kindly advise me
 what the first steps should be to further this end."

BANDWICH, WINDSOR & ANNEBOROUGH RAILWAY

EXTENDED FROM MINUTES OF N.E.P.C.

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Meeting of 14th April, 1930 (continued)

"the estimated earnings, etc. of the road."

Meeting of May 8th, 1930.

"The Chief Engineer submitted a report with reference to the investigation of tenders covering the purchase of six double-track steel motor cars and six double-track steel trailer cars for the Bandwich, Windsor and Anneborough Railway, all of which was approved and he was authorized to conclude the purchase of the same through Mr. R. W. Marshall of New York City at a total price of \$120,000."

Meeting of 24th June, 1930.

"The Chief Engineer submitted a draft memorandum of agreement to be entered into between the employees of the Bandwich, Windsor and Anneborough Railway and the Commission. The same was taken up in detail by the Board and the Chief Engineer was directed to submit a final draft containing such changes and suggestions as decided upon and to incorporate as a maximum the rate of 44¢, 50¢ and 55¢ per hour for the men."

H.E.P.C FILE - WALKERVILLE E.&M.1981906

Dec. 18th - Letter from Clerk enclosing "resolution passed

by our Town Council at its last regular meeting

Jan. 18th - Letter to H.R. Hatcher in reply to his of the 8th at the request of our Board of Trade:- advising what steps should be taken to secure a

Moved by Alderman J.E. Deanes

supply of power for Walkerville.

Seconded by Alderman Chas. Chilver.

Feb. 20th - Letter from Town Clerk of Walkerville, C.H. Robinson,

THAT the Council of the Municipality of Walkerville

to Sir Adam Beck "I am instructed by our Town Council

request the Hydro-Electric Power Commission for

to communicate with the H.E.P.C. request that their

Ontario to give the municipality of Walkerville an

engineer submit an estimate of the cost of bringing

estimate of a price to be charged to the said

Hydro-electric to Walkerville."

municipality for 2,000 h.p. of electric energy from

Feb. 27th - Letter from Chairman to Town Clerk of Walkerville

Niagara Falls to be supplied and to be distributed

"I say say that the cost will be the same as Windsor

by the said municipality".

and the estimates supplied to Windsor will prevail

1908

Nov. 6th - Letter from Chairman of H.E.P.C. to J.W. Coatsworth

March 12th - Secretary-Treasurer of Walkerville Board of Trade and

in reply to his letter of Oct. 22nd, forwarding

copy of the first report of the H.E.P.C. which deals

with Windsor and Walkerville district, notifying

March 19th - Walkerville Board of Trade to be present at a meeting

of the Board of Trade and Council of Windsor. Council

1913

Jan. 8th - Letter from H.R. Hatcher to Sir Adam Beck "I have

just been elected on the local CouncilI, there-

for intend to lose no time in having the necessary

contract brought before the new Council for their

approval and acceptance. Will you kindly advise me

what the first steps should be to further this end."

M.B.P.C. FILE - WALKERVILLE R.A. 1902

1902

Dec. 18th - Letter from Clerk enclosing "resolution passed by our Town Council at its last regular meeting as the request of our Board of Trade:-

Moved by Alderman J.E. Dennes

Seconded by Alderman Chas. Oliver.

THAT the Council of the Municipality of Walkerville

request the Hydro-Electric Power Commission for

Ontario to give the Municipality of Walkerville an

estimate of a price to be charged to the said

municipality for 2,000 H.P. of electric energy from

Niagara Falls to be supplied and to be distributed

by the said municipality".

1902

Nov. 6th - Letter from Chairman of M.B.P.C. to J.W. Constable

Secretary-Treasurer of Walkerville Board of Trade

in reply to his letter of Oct. 22nd, forwarding

copy of the first report of the M.B.P.C. which deals

with Windsor and Walkerville districts, notifying

Walkerville Board of Trade to be present at meeting

of the Board of Trade and Council of Windsor.

Jan. 8th - Letter from H.H. Hatcher to Sir Adam Beck "I have

just been elected on the local Council....I, there-

for intend to leave no time in having the necessary

contract brought before the new Council for their

approval and acceptance. Will you kindly advise me

what the first steps should be to further this end."

1912

H.E.P.C. FILE - WALKERVILLE H.E.P.C. 190

H.E.P.C. FILE - WALKERVILLE H.E.P.C. 190

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1913

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- Jan. 16th - Letter to H.R.Hatcher in reply to his of the 8th advising what steps should be taken to secure a supply of power for Walkerville.
- Feb. 20th - Letter from Town Clerk of Walkerville, C.H.Robinson, to Sir Adam Beck "I am instructed by our Town Council to communicate with the H.E.P.C. request that their engineer submit an estimate of the cost of bringing Hydro-electric to Walkerville."
- Feb. 27th - Letter from Chairman to Town Clerk of Walkerville
- April 28th - Letter H.R.Hatcher to H.E.P.C. "I may say that the cost will be the same as Windsor and the estimates supplied to Windsor will prevail at Windsor".
- March 12th - Letter from H.R. Hatcher, Chairman of Fire, Water and Light Committee at Walkerville "We consider the communication too indefinite to act on" and asking for further information as to cost.
- March 19th - Letter from Chairman, H.E.P.C. to H.R.Hatcher, replying to his letter of the 12th - "if your Council will pass a resolution, as required by the Act, asking the Commission to send an engineer to ascertain your probable requirements and also cost of a distributing system, the Commission will be pleased to do so."

1913
1913

Jan. 15th - Letter to H. K. P. O. in reply to his of the 8th

advising what steps would be taken to secure a

supply of power for Walkerville.

Feb. 20th - Letter from Town Clerk of Walkerville, O. H. Robinson,

to Sir Adam Beck "I am instructed by our Town Council

to communicate with the H. K. P. O. request that their

engineer submit an estimate of the cost of bringing

Hydro-electric to Walkerville."

Feb. 27th - Letter from Chairman to Town Clerk of Walkerville

"I may say that the cost will be the same as Windsor

and the estimates supplied to Windsor will prevail

at Walkerville.

March 13th - Letter from H. K. P. O., Chairman of Vike, Water and

Light Committee at Walkerville. We consider the

communication too indefinite to set out and asking for

further information as to cost.

March 19th - Letter from Chairman, H. K. P. O. to H. K. P. O.,

replying to his letter of the 12th - "If your Council

will pass a resolution, as suggested by the Act, asking

the Commission to send an engineer to ascertain

your probable requirements and also cost of a

distributing system, the Commission will be pleased

to do so."

What the Board should do to secure the power

H.E.P.C. FILE - WALKERVILLE E.&M.198

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1913

- April 22nd - Letter from F.A.Gaby to H.R.Hatcher, advising
May 13th - Letter H.R.Hatcher to Mr. Gaby asking for an
that a representative visited the Town of Walkerville
estimate at which they can deliver power to the
and looked over the situation, and found that the
Town of Walkerville is using about 2260 h.p. which
Aug. 25th - Letter H.R.Hatcher to Sir Adam Beck advising that
will probably be increased to 4000 h.p. and "in
"Helson people are quoting at \$84. per h.p.
addition to the estimated cost of power already
delivered at Walkerville. How can we expect to
submitted to you the Town will have to carry the cost
complete at \$38.00?"
of the distributing and street lighting system within
Aug. 30th - Letter from H.R.Hatcher to Mr. Pope advising of
their own limits."
the opposition of the Essex County Light and Power
April 26th - Letter H.R.Hatcher to H.E.P.C. Attention Mr.Pope,
acknowledgeing letter of 22nd instant but desiring
Sept. 2nd - Letter from Mr. Pope to H.R.Hatcher in reply to his
to know more definite information. "Our competitors
letter of 25th instant advising that contract for
in and around here are very busy and are creating
1800 h.p. at an estimated rate of \$30.00 per h.p.
a feeling of uneasiness among our citizens. We
per year will be forwarded to the Clerk the first
want figures."
of the week.
April 28th - Letter H.R.Hatcher to Mr. Gaby requesting speed.
Sept. 15th - Letter from Mr. Pope to Clerk of Walkerville
May 1st - Letter Mr. Pope to H.R.Hatcher advising that the
enclosing contract in duplicate between Corporation
necessary figures will go forward at once.
and the H.E.P.C. for the supply of power.
May 2nd - Letter from F.A.Gaby to H.R.Hatcher giving an
Oct. 15th - Letter from R.D.Jeffery, engineer, to H.R.Hatcher
estimate of the cost of the distribution system
regarding meeting of the Walkerville Town Council
in the Town of Walkerville.
which he attended at which he explained the Hydro
"Total cost of material and labor
necessary to perform this work
has been estimated as\$52,963.
Engineering and contingencies 10% 5,296.

\$58,259.

H.B.P.C. RILEY - WALKERVILLE N.A.M. 1913

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April 22nd - Letter from H.A. Gaby to H.R. Hatcher, advising

that a representative visited the Town of Walkersville and looked over the situation, and found that the Town of Walkersville is using about 2200 h.p. which will probably be increased to 3000 h.p. and in addition to the estimated cost of power already admitted to you the Town will have to carry the cost of the distributing and street lighting system within their own limits."

April 23rd - Letter H.R. Hatcher to H.B.P.C. Association Mr. Pope,

acknowledging letter of 22nd instant but advising to know more definite information. "Our competitors in and around here are very busy and are creating a feeling of uneasiness among our citizens. We want figures."

April 23rd - Letter H.R. Hatcher to Mr. Gaby requesting speed.

May 1st - Letter Mr. Pope to H.R. Hatcher advising that the

necessary figures will be forwarded at once.

May 2nd - Letter from H.A. Gaby to H.R. Hatcher giving an

estimate of the cost of the distribution system in the Town of Walkersville.

"Total cost of material and labor necessary to perform this work has been estimated as \$22,500. Engineering and contingencies 10% \$2,250. \$24,750."

\$24,750.

H.E.P.C. FILES WALKERVILLE E.A.M. 198

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1913

- May 15th - Letter H.R.Hatcher to Mr. Gaby asking for an estimate at which they can deliver power to the consumer.
- Oct. 18th - Letter R.H.Revoll to Mr. Pope enclosing copy
- Aug. 25th - Letter H.R.Hatcher to Sir Adam Beck advising that "Haison people are quoting at \$24. per h.p. delivered at Walkerville. How can we expect to compete at \$38.00?"
- Oct. 20th - Letter to Mr. Pope enclosing report
- Aug. 30th - Letter from H.R.Hatcher to Mr. Pope advising of the opposition of the Essex County Light and Power Co. and Power Company of franchises.
- Sept. 3rd - Letter from Mr. Pope to H.R.Hatcher in reply to his letter of 25th instant advising that contract for 1500 h.p. at an estimated rate of \$38.00 per h.p. per year will be forwarded to the Clerk the first of the week.
- Sept. 15th - Letter from Mr. Pope to Clerk of Walkerville
- Nov. 19th - enclosing contract in duplicate between Corporation and the H.E.P.C. for the supply of power. your office
- Oct. 13th - Letter from R.T.Jeffery, engineer, to H.E.P.C. regarding meeting of the Walkerville Town Council
- Nov. 22nd - which he attended at which he explained the Hydro agreement.

H.A.P.C. FILES WALKERVILLE N.S.W. 1938

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1938

- May 1938 - Letter H.A.Hatcher to Mr. Gaby asking for an estimate at which they can deliver power to the consumer.
- Aug. 25th - Letter H.A.Hatcher to Sir Adam Beck advising that "Edison people are quoting at \$24. per h.p. delivered at Walkerville. Now can we expect to compete at \$28.00?"
- Aug. 30th - Letter from H.A.Hatcher to Mr. Pope advising of the opposition of the Mason County Light and Power Co.
- Sept. 2nd - Letter from Mr. Pope to H.A.Hatcher in reply to his letter of 25th instant advising that contract for 1800 h.p. at an estimated rate of \$58.00 per h.p. per year will be forwarded to the Clerk the first of the week.
- Sept. 15th - Letter from Mr. Pope to Clerk of Walkerville enclosing contract in duplicate between Corporation and the H.A.P.C. for the supply of power.
- Oct. 18th - Letter from H.E. Jolley, engineer, to H.A.P.C. regarding meeting of the Walkerville Town Council which he attended at which he explained the Hydro agreement.

H.E.P.C. FILES WALKERVILLE E.&M. 1908Page #51913

Oct. 16th, Letter from F.A.Gaby to H.R.Hatcher enclosing
two copies of the enabling by-law.

Oct. 18th -Letter Mayor R.H.Revell to Mr. Pope enclosing copy
of Bill No.379, Walkerville, granting franchise to
Walkerville Light and Power Company, dated 23rd

Dec. 11th -June, 1909.

Oct. 20th -Letter from H.R.Hatcher to Mr. Pope enclosing report
of Fire, Water and Light Committee re Walkerville
Light and Power Company re infraction by Walkerville
Light and Power Company of franchise.

Nov. 10th -Letter Mr. Gaby to Ford Motor Co. Walkerville
enclosing proposition for the supplying of power to
factory.

Nov. 12th -Letter R.T.Jeffery to H.E.P.C. advising the passing
of enabling Hydro by-law which is to be voted along

Dec. 12th - with money by-law by the people on Dec. 6th.

Nov. 19th - Telegram F.H.Walker to Mr. Gaby "my nephew H.H.Walker
and engineers Murphy and Field will be at your office
tomorrow morning to begin investigation in accordance
with arrangements made with Mr. Beck yesterday."

Nov. 22nd -Letter R.T.Jeffery to Ford Motor Co. Walkerville
giving estimate of the amount to be saved by using
Hydro power.

The enabling by-law was thrashed out

H.M.P.O. FILES WATERVILLE N.H. 1902

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Oct. 18th - Letter from E.A. Gaby to H.H. Hatcher enclosing

two copies of the enabling by-law.

Oct. 18th - Letter Mayor H.H. Hatcher to Mr. Pope enclosing copy

of Bill No. 879, Waterville, granting franchise to

Waterville Light and Power Company, dated 23rd

June, 1902.

Oct. 20th - Letter from H.H. Hatcher to Mr. Pope enclosing report

of Fire, Water and Light Committee re Waterville

Light and Power Company re instruction by Waterville

Light and Power Company of franchise.

Nov. 10th - Letter Mr. Gaby to Ford Motor Co. Waterville

enclosing proposition for the supplying of power to

factory.

Nov. 12th - Letter R.T. Jolley to H.M.P.O. advising the passing

of enabling Hydro by-law which is to be voted along

with money by-law by the people on Dec. 2th.

Nov. 19th - Telegram F.H. Walker to Mr. Gaby "my nephew H.H. Walker

and engineer Murphy and Kield will be at your office

tomorrow morning to begin investigation in accordance

with arrangements made with Mr. Beck yesterday."

Nov. 22nd - Letter R.T. Jolley to Ford Motor Co. Waterville

giving estimate of the amount to be saved by using

Hydro power.

H.E.P.C. FILE WALKERVILLE E.&M.198

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Page

Nov. 28th - Letter from Mr. Pope to Mayor Revell arranging for Sir Adam Beck to be in Walkerville on Friday evening of next week.

Dec. 6th - Telegram H.R.Hatcher to Mr. Gaby "By-laws carried five to one."

Dec. 11th - Letter from Mayor Revell to Mr. Pope drawing attention to the misrepresentations which are being made also that "I notice in looking over 1909 report clause 13 on page 19 reads '..... and the estimates of the Commission or a summary thereof and copy of the provisional contract shall be published with or form part of the By-law' - This may have been amended but you will note that it was not made part of our By-law. I have not mentioned it here"

Dec. 12th - Letter from Mr. Pope to Mayor Revell - "Your two letters of the 11th are before me. I have looked over these By-laws and they appear to be quite regular and all right. I note that you express some fear that an effort will be made to upset the By-law. Do not give yourself the slightest uneasiness in this respect as these are the standard By-laws that have been attacked over and over again in the past. The enabling by-law was thrashed out

Nov. 28th - Letter from Mr. Pope to Mayor Hevill attending

for Sir Adam Beck to be in Baltimore on Friday

evening of next week.

Dec. 8th - Telegram H.R. Webster to Mr. Gaby "By-law" carried

five to one.

Dec. 11th - Letter from Mayor Hevill to Mr. Pope drawing

attention to the misrepresentation which are

being made also that "I notice in looking over

1908 report volume 13 of page 13 reads: "....

and the estimates of the Commission or a summary

shortest and copy of the provisional contract shall

be published with or form part of the By-law."

This may have been amended but you will note that

it was not made part of our By-law. I have not

mentioned it here...."

Dec. 12th - Letter from Mr. Pope to Mayor Hevill - "Your two

letters of the 11th are before me. I have looked

over these By-laws and they appear to be quite

regular and all right. I note that you express

some fear that an effort will be made to pass

the By-law. Do not give yourself the slightest

concern in this respect as there are the standard

By-laws that have been attacked over and over again

in the past. The enabling By-law was changed out

H.M.P.C. FILES WALKERVILLE B.&M.1908

Page #7

1913

- Dec. 12th - fully in the Courts in the case of Port Arthur
(cont'd)
and was finally reduced to its present form,
submitted and passed and no further attempt was
made to attack it.
- I note that you say respecting the wording of the
Act in report of 1909. That was clause 13 of the
original Power Commission Act of 1907 but this was
remedied in Sec. 11 of the Act of 1909 and it was
upon this section that the Port Arthur fight to which
I have referred arose and there was a consultation
of legal advisors, including Hellmuth, and, as I say
the present enabling by-law was adopted and has been
made use of in every municipality that has voted
since that time. Your money by-law appears to be
quite regular and all right.
- The Act referred to in Coburn's report is that passed
with reference to the supplying of power to rural
people, farmers and village townships and is not
applicable to the case in point. "
- Dec. 31st - Letter from Mr. Pope to Town Clerk, Walkerville
enclosing contract duly executed by the Commission
for the supply of 1500 h.p. to the municipality.
Electric Power Commission and also that the Hydro-
Electric Power Commission be granted permission to
erect and maintain such additional lines, etc. as

1913

Dec. 13th - fully in the Centre in the case of Fort Arthur
(Account's)

and was finally reduced to its present form.

submitted and passed and no further attempt was

made to attack it.

I note what you say respecting the wording of the

Act in report of 1909. That was clause 13 of the

original Power Commission Act of 1907 but this was

repealed in Dec. 11 of the Act of 1909 and it was

upon this occasion that the Fort Arthur right to which

I have referred above and there was a consultation

of legal advisers, including Holliman, and, as I say

the present enabling by-law was adopted and has been

made use of in every municipality that has voted

since that time. Your money by-law appears to be

quite regular and all right.

The Act referred to in Coburn's report is that passed

with reference to the supplying of power to rural

people, farmers and village townships and is not

applicable to the case in point.

Dec. 13th - Letter from Mr. Pope to town Clerk, Walkerville

enclosing contract duly executed by the Commission

for the supply of 1500 h.p. to the municipality.

H.E.P.C. FILE - WALKERVILLE E.M. & 198PAGE 481914

- Jan. 15th - Letter H.R.Hatcher to H.E.P.C. "we are having one continuous round of trouble with the Power Company outfit. They have succeeded in keeping from this year's Council the matter referred to you recently re the settlement of power line dispute."
- March 5th - Letter H.R.Hatcher to H.E.P.C. "we are about ready to negotiate with the Walkerville Light and Power Co. re selling their outfit. Do we have control of these negotiations up to the placing of same in the hands of the Ontario Commission or does the Council have anything to do with it at all?"
- Feb. 20th - Letter H.R.Hatcher, to Chairman of Walkerville Hydro-electric system to H.E.P.C. "Resolution was also passed requesting the H.E.P.C. to have their Mr. Jeffery prepare and submit valuation of plant and equipment of the Walkerville Light and Power Co."
- April 9th - Letter from Mr. Pope to H.R.Hatcher advising "that the Commission have a right to ask for the full proceeds of the debentures to be paid over; they should then have the power to spend the money in the construction and installing of the plant."
- Feb. 23rd - Letter H.R.Hatcher to H.E.P.C. advising of receipt of resolution adopted by the Council of the Municipality of Ford "That the Walkerville Hydro-electric system be requested to deliver hydro-electric power to power and light customers over distribution lines to be erected in Ford by the Ontario Hydro-Electric Power Commission and also that the Hydro-Electric Power Commission be granted permission to erect and maintain such additional lines, etc. as

Jan. 15th - Letter H.B.Hatcher to H.B.P.C. "we are having one considerable round of trouble with the Power Company outfit. They have succeeded in keeping from this year's Council the matter referred to you recently re the settlement of power line disputes."

Feb. 10th - Letter H.B.Hatcher to H.B.P.C. "we are about ready to negotiate with the Walkerville Light and Power Co. re selling their outfit. As we have control of these negotiations up to the placing of name in the hands of the Ontario Commission or does the Council have anything to do with it as well?"

Feb. 20th - Letter H.B.Hatcher, to Chairman of Walkerville Hydro-electric system to H.B.P.C. "Resolution was also passed regarding the H.B.P.C. to have their Mr. Jeffery prepare and submit valuation of plant and equipment of the Walkerville Light and Power Co."

Feb. 23rd - Letter H.B.Hatcher to H.B.P.C. advising of receipt of resolution adopted by the Council of the Municipality of Ford "That the Walkerville Hydro-electric system be requested to deliver hydro-electric power to power and light customers over distribution lines to be erected in Ford by the Ontario Hydro-Electric Power Commission and also that the Hydro-Electric Power Commission be granted permission to erect and maintain such additional lines, etc. as

H.E.P.C. FILE - WALKERVILLE E.M. 198

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1914

Feb. 23rd - they may deem necessary to supply the above
(cont'd) mentioned power with the express condition that the municipality of Ford will be consulted as to the location of the said poles."

March 5th - Letter from Walkerville Hydro-Electric system to
Mr. Jeffery enclosing inventory of Walkerville Light
and Power Company's plant at Ford City and Sandwich
East.

H.E.P.C. FILE - WALKERVILLE E.M. 198-2

1914

April 27th - Letter from Chief Engineer to H.R. Hatcher:-
April 6th - Memo. from J.J. Jeffery to Chief Engineer advising that
"At your request we have prepared an inventory and the local Company in Walkerville were considering a valuation of the plant of the Walkerville Electric out in rates both for power and commercial.

April 9th - Letter from Mr. Pope to H.R. Hatcher advising "that the Walkerville, Sandwich East and Ford City. The Commission have a right to ask for the full proceeds valuation includes motors owned by the Company and of the debentures to be paid over; they should then have the power to spend the money in the construction time to time. The valuation is summarized as follows:-

Street lighting, present valuation
allowing for depreciation

Estimate cost to reproduce same

The present valuation of system other than street lighting in municipalities of Walkerville, Sandwich East and Ford City included as motors...

Value to Municipality of Walkerville..

1914

Feb. 23rd - they may deem necessary to supply the above mentioned power with the express condition that the municipality of Ford will be guaranteed as to the location of the said poles."

March 23d - Letter from Walkerville Hydro-Electric system to Mr. Jeffery enclosing inventory of Walkerville Light and Power Company's plant at Ford City and Walkerville.

H.E.P.O. FILE - WALKERVILLE E.M. 128-2

1914

April 23d - Memo. from J.J. Jeffery to Chief Engineer advising that the local Company in Walkerville were considering a cut in rates both for power and commercial.

April 23d - Letter from Mr. J. J. Jeffery to H.E.P.O. advising that the Commission have a right to ask for the full proceeds of the debentures to be paid over; they should then have the power to spend the money in the construction and in filling of the plant."

H.R.P.O. FILE - WALKERVILLE FILE 198-2

H.R.P.O. FILE - WALKERVILLE 198 -2

Page #10

1914

April 17th - Letter from Walkerville Light and Power Co. to
(cont'd)

H.R. Hatcher enclosing appraisal for plant as at
Present value after deducting

February 28th, 1914:-

Reproduction value \$115,436.47

Depreciation % amount 7,506.66

Present value \$107,929.89

Approximate increase in actual detailed information
property accounts from
March 1st to date 1,700.00

Estimate of the cost of the Walker -
Tie with Essex \$109,629.89

ville Electric Light and Power Company's system to
make it suitable for distributing power of
\$114,821.48

April 27th- Letter from Chief Engineer to H.R. Hatcher:-

"At your request we have prepared an inventory and
valuation of the plant of the Walkerville Electric
Light and Power Co. at present installed in
the present plant of the Walkerville Electric Light
and Power Co. of 375,600.48, including street lighting
valuation includes motors owned by the Company and
which it has supplied to various customers from
time to time. The valuation is summarized as
follows:-

\$114,821.48. This figure includes an amount of
Street lighting, present valuation
allowing for depreciation \$19,983.10

Estimate cost to reproduce same 22,358.66

The present valuation of system other
than street lighting in municipali-
ties of Walkerville, Sandwich East
and Ford City including motors... 26,291.55

Value to Municipality of Walkerville.. 22,422.68

N.E.P.C. FILE - WALKERVILLE 193 - 2

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1914

April 17th - Letter from Walkerville Light and Power Co. to

N.E.P.C. enclosing appraisal for plant as at

February 28th, 1914:-

Reproduction value \$115,450.47
Depreciation 2 amount 7,500.00

Present value \$107,950.47

Approximate increase in
property between 1908
taken at 100.00 1,700.00

\$109,650.47
8,191.50

\$117,841.97

April 27th - Letter from Chief Engineer to N.E.P.C.:-

"At your request we have prepared an inventory and
valuation of the plant of the Walkerville Electric
Light and Power Co. at present installed in
Walkerville, Sandwich East and Ford City. The
valuation includes motor owned by the Company and
which it has supplied to various customers from
time to time. The valuation is summarized as
follows:-

Street lighting, present valuation
allowing for depreciation \$12,955.10

Estimate cost to reproduce same 25,500.00

The present valuation of system other
than street lighting is summarized:-
tion of Walkerville, Sandwich East
and Ford City including motor... 26,291.55

Value to Municipality of Walkerville... 22,422.45

H.E.P.C. FILE WALKERVILLE File E.A.M.198-2

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1914

April 27th - Total replacement value including
(cont'd) Street lighting system.....\$57,313.60
(cont'd)

Present value after deducting depreciation in accordance
with life of equipment 46,274.65

Value to the Municipality 42,205.38

This valuation was prepared from figures submitted
by the Company and from actual detailed information
secured in the field by our engineers.

Out estimate of the cost of remodelling the Walker -
ville Electric Light and Power Company's System to
make it suitable for distributing 1500 h.p. of
Hydro-electric power plus the Company's present load
is \$53,287.80 making a total expenditure on the
lighting system and distribution system in
part of the municipality, should they purchase
the plant of the Walkerville Electric Light
and Power Co. of \$75,660.48, including street lighting
The Walkerville Electric Light and Power Company
has submitted the valuation of its system, a state-
ment of which is attached hereto, totalling
\$114,821.48. This figure includes an amount of
\$35,894.00 for stores and motors, also an additional
expenditure of some \$7,000. for utilities, franchise
and increase of services, and of \$5,191.59 the
amount of money expended on the tie line with the
Essex Country Light and Power Co.

same down also meets with our approval.

1914

April 27th - Total replacement value including street lighting system.....\$67,315.50 (cont'd)

Present value after deducting depreciation in accordance with life of equipment \$6,274.65 Value to the Municipality \$61,040.85

This valuation was prepared from figures submitted by the Company and from actual detailed information ascertained in the field by our engineers.

Our estimate of the cost of remodeling the Walker -ville Electric Light and Power Company's system to make it suitable for distributing 1500 A.P. of

Hydro-electric power plus the Company's present load is \$55,327.90 making a total expenditure on the part of the municipality, should they purchase

the present plant of the Walkerville Electric Light

and Power Co. of \$75,600.46, including street lighting

The Walkerville Electric Light and Power Company

has submitted the valuation of its system, a statement of which is attached hereto, for a line

\$114,621.43. This figure includes an amount of

\$55,624.00 for motors and meters, also an additional

expenditure of some \$7,000. for millie, transmiss

and increase of surplus, and of \$5,151.39 the

amount of money expended on the line with the

Walker Company Light and Power Co.

H.B.P.C. FILES - WALKERVILLE 198 - 2

PAGE 413 H.B.P.C. FILE - WALKERVILLE 198 -2

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April 27th - Our recommendation to the Municipality of
(cont'd)

Letter and Telegram from Walkerville Hydro-electric
system to Mr. Jeffery advising that Walkerville
Walkerville is that they should offer the
Walkerville Electric Light and Power Co. the sum
of \$22,422.68 for its present system not
including street lighting or stores.

Yours truly,

Chief Engineer. "

April 29th - Letter from Mr. Gaby to Mr. H.R. Hatcher "We are
informed by our Mr. Jeffery that your Commission
Towns under contract proposed to be made with the
propose to offer the Walkerville Power Company
H.B.P.C. of Ontario.
the sum of \$50,000. for their complete street

May 9th - Letter from Mr. Wilson, solicitor of Chatham, to
lighting system and distribution system in

H.R. Hatcher -
Walkerville, Ford City and Sandwich East and in
"I have just received your letter of the 8th inst.
consideration of the fact that the understanding
enclosing By-law 561 providing for issuing debentures
between your municipality and the Walkerville
to the amount of \$58,359. to be applied for the
Power Company in regard to the street lighting
purpose of constructing a distributing station and
system is that the Town should take this system
other works. I have given the matter very full
over at its actual value, we think that your
consideration yesterday and since the receipt of
offer of \$50,000. is a reasonable one which we
your letter of the 8th instant and the copy of the
can recommendYour proposition to take over
by-law to-day. I am of the opinion that until
the tie line with the Essex County Power Co.
farther action be taken by your Commission the
within the limits of your municipality at the
Treasurer of the Municipality is the proper
value of the material less the labour of taking
custodian of the money in question is
same down also meets with our approval. "

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1914

April 27th - Our recommendation to the Municipality of
(cont'd)

Walkerville in that they should offer the
Walkerville Electric Light and Power Co. the sum

of \$25,000 for its present system not

including street lighting or street

lights.

Chief Engineer.

April 28th - Letter from Mr. Gaby to Mr. H.H. Hatcher "We are
informed by Mr. J. J. J. that your Commission
propose to offer the Walkerville Power Company
the sum of \$50,000 for their complete street
lighting system and distribution system in
Walkerville, Ford City and Dandwich Roads and in
consideration of the fact that the understanding
between your Municipality and the Walkerville
Power Company in regard to the street lighting
system is that the Town should take this system
over at its actual value, we think that your
offer of \$50,000 is a reasonable one which we
can recommend. Your proposition to take over
the line with the Essex County Power Co.
within the limits of your Municipality at the
value of the material less the labour of taking
same down also meets with our approval."

H.E.P.C. FILES - WALKERVILLE 198 - 2

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May 2nd - Letter and telegram from Walkerville Hydro-electric system to Mr. Jeffery advising that Walkerville Council has arranged to meet with Mr. Walker for 10.A.M. Tuesday for the purpose of submitting an offer for the holdings of the Walkerville Light and Power Co.

Copy of By-law No. 501 of the Corporation of the Town of Walkerville to provide for the borrowing of money by the town on debentures to the amount of \$58,259. for the cost of the distribution station and plant for electric current to be taken by the Town under contract proposed to be made with the H.E.P.C. of Ontario.

May 9th - Letter from Mr. Wilson, solicitor of Chatham, to H.R.Hatcher:-

"I have just received your letter of the 8th inst. enclosing By-law 501 providing for issuing debentures to the amount of \$58,259. to be applied for the purpose of constructing a distributing station and other works. I have given the matter very full consideration yesterday and since the receipt of your letter of the 8th instant and the copy of the by-law to-day. I am of the opinion that until further action be taken by your Commission the Treasurer of the Municipality is the proper custodian of the money in question .v....."

1914

May 2nd - Letter and telegram from Walkerville Hydro-electric

system to Mr. Jeffery advising that Walkerville
Council has arranged to meet with Mr. Walker for
10 A.M. Tuesday for the purpose of admitting an
offer for the holding of the Walkerville Light and
Power Co.

Copy of By-law No. 501 of the Corporation of the
Town of Walkerville to provide for the borrowing
of money by the town on debentures to the amount of
\$58,250. for the cost of the distribution station
and plant for electric current to be taken by the
Town under contract proposed to be made with the
H.B.P.C. of Ontario.

May 2nd - Letter from Mr. Wilson, solicitor of Chatham, to

H.B. Hatcher:-

"I have just received your letter of the 28th inst.
enclosing By-law 501 providing for issuing debentures
to the amount of \$58,250. to be applied for the
purpose of constructing a distributing station and
other works. I have given the matter very full
consideration yesterday and since the receipt of
your letter of the 28th instant and the copy of the
By-law to-day. I am of the opinion that until
further action be taken by your Commission the
Treasurer of the Municipality the proper
custodian of the money in question. V....."

H.E.P.O FILE - WALKERVILLE E & M. 198 -2

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H.E.P.O FILE - WALKERVILLE E.M. 198 -3

1914

May 11th - Letter from H.R.Hatcher to Mr. Pope enclosing

Aug. 4th copy of 5 By-laws.

July 18th -Letter from Gaby to Walkerville Hydro-Electric system

Aug. 8th recommending the purchase of the stores and equipment at a total of \$27,797.65.

July 22nd - Letter Mr. Gaby to Walkerville Hydro-Electric System advising "that the following rates have been approved by the Commission for use in Windsor:-

Domestic - 4¢ per 100 sq.ft. floor area
Consumption charge of 4¢ per k.w.h.
Minimum floor space charge -25¢ net

Sept. 3rd - Letter to Walkerville Hydro-

Commercial -3¢ for 1st 30 hrs use and 4¢ for all additional consumption.
Minimum bill - 50¢ per month

All domestic and commercial bills shall be subject to prompt payment discount of 10%.

Power - rates will be \$3.6 per k.w.h. for the 1st 50 hours use or special maximum demand \$2.4 for the next 50 hours. 0.3 for all additional. All power bills subject to a prompt payment discount of 10%.

Aug. 11th - Copy of Power Company, Limited and the H.E.P.O. of

1914

H.E.P.O FILE - WALKERVILLE 198 - 3

Aug. 4th - Letter from Gaby to Mr. H R.Hatcher " after fully considering your interests I feel justified in recommending that you make the Walkerville Light and Power Company an offer of \$63,000. for their properties including the distribution and street lighting systems, high tension transformers and switches in their substation and all high tension lines located on the property of the Walkers along

1914

May 11th - Letter from H.R. Ketcher to Mr. Pope enclosing

copy of 5 by-laws.

July 18th - Letter from Gaby to Walkerville Hydro-Electric system

recommending the purchase of the stock and equipment

at a total of \$27,797.55.

July 22nd - Letter Mr. Gaby to Walkerville Hydro-Electric system

advising that the following rates have been approved

by the Commission for use in Windsor:-

Domestic - 4¢ per 100 sq. ft. floor area

Consumption charge of 4¢ per K.W.H.

Minimum floor space charge - 25¢ per

Commercial - 8¢ for the first 50 hrs and 4¢ for all

additional consumption.

Minimum bill - 50¢ per month

All domestic and commercial bills shall be subject

to prompt payment discount of 10%.

Power - rates will be \$2.5¢ per K.W.H. for the first

50 hours use or special maximum demand

\$2.5¢ for the next 50 hours. 0.5¢ for all

additional. All power bills subject to

a prompt payment discount of 10%.

1914

WALKERVILLE 193 - 2

Aug. 4th - Letter from Gaby to Mr. H.R. Ketcher enclosing

considering your interest in local utilities in

recommending that you make the Walkerville Light

and Power Company an offer of \$25,000. for their

properties including the distribution and street

lighting systems, high tension transformers and

switches in their substations and all high tension

lines located on the

H.E.P. FILE - WALKERVILLE E.M. 198 -3

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1914

- Aug. 4th - with such rights and contracts as they may
(con'td) enjoy." (This letter apparently not sent out)
- Aug. 8th - Copy of letter from Walkerville Light and Power Company to H.E.P.C. of Walkerville: "That we accept your proposition of \$63,000. for the plant as outlined in your letter together with the amount of approximately \$28,000. for stores and other equipment."
- Sept. 3rd - Letter from Chief Engineer to Walkerville Hydro-Electric system quoting supplementary rates for "Domestic lighting - 3¢ per 100 sq. ft. of floor area with a minimum charge for 1000 sq.ft. and a maximum charge for 3,000. sq. ft. with prompt payment discount of 10%"
- Aug. 11th - Copy of agreement between Walkerville Light and Power Company, Limited and the H.E.P.C. of Walkerville.
- Sept. 23rd - Letter from Mr. Gaby to Walkerville Hydro-electric system advising that rates for Ford City will be the same as for Walkerville and the Township of Sandwich East a rate of 10% above the Walkerville rates.

H.E.P. FILE - WALKERVILLE H.M. 193-2

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1914

Aug. 4th - (cont'd)

- with such rights and contracts as they may

enjoy." (This letter apparently not sent out)

Aug. 8th - Copy of letter from Walkerville Light and Power

Company to H.E.P.C. of Walkerville: "That we

accept your proposition of \$28,000. for the plant

as outlined in your letter together with the

amount of approximately \$28,000. for stores and

other equipment."

Sept. 3rd - Letter from Chief Engineer to Walkerville Hydro-

Electric system showing supplementary rates for

"Domestic Lighting - 2¢ per 100 sq. ft. of floor

area with a minimum charge for 1000 sq. ft. and

a maximum charge for 25,000 sq. ft. with prompt

payment discount of 10%

Aug. 11th - Copy of agreement between Walkerville Light and

Power Company, Limited and the H.E.P.C. of

Walkerville.

Sept. 23rd - Letter from Mr. Gaby to Walkerville Hydro-electric

system advising that rates for Ford City will be

the same as for Walkerville and the Township of

Bandwich East a rate of 10¢ above the Walkerville

rates.

H.E.P.C. FILE -- WALKERVILLE 1980 - 3Page #161914

Sept. 12th - Resolution passed by the Municipal Corporation

Oct. 7th - Letter from H.E. Hatcher to Mr. H.E. Jeffery & Co
of the Township of Sandwich East; andare pleased to advise you that at a special meeting
"Moved by Malcolm S. Clapp, Seconded by Ernest Cecileof the Council of the Township of Sandwich East
Whereas representative ratepayers of the Townshipthe application of the Essex County Light and Power
of Sandwich East have petitioned the Ontario PowerCompany for a 20-year franchise was not entertained.
Commission for the supplying of electric power forNov. 14th - Letter from Walkerville Hydro-electric system to
light and power purposes, and Whereas the Hydro-H.E.P.C. advising that the rate in Windsor is 3d per
electric Power Commission of Walkerville haveH.W.B. for 1st 30 hours; 4d per H.W.B. for next
taken over and are operating the electric distribut-70 hours; 5d per H.W.B. for all additional, and making
ing system of the Walkerville Light and Power Companywhy their rate should not be the same.
within the Township of Sandwich East be it, thereforeNov. 26th - Letter from Mr. Gaby to Walkerville Hydro-electric
resolved THAT the H.E.P.C. of Walkerville besystem advising that rates will be the same as
requested to deliver Hydro-electric power to powerconsumers rates for Windsor.
and light customers over distributing lines to beDec. 18th - Letter from Mr. Gaby to Walkerville Hydro-electric
erected in the Township of Sandwich East by thesystem "A connection with the street lighting system
Ontario Power Commission and that the H.E.P.C. bein the municipality of Walkerville we beg to advise
granted permission to erect and maintain such poles,you that we consider it would be best if your Hydro-
wires, etc. that they may deem necessary to supplyelectric Commission were to have complete control of
the above mentioned power with the appress conditionthe system. It is going to be rather difficult to
that the Municipality of the Township of Sandwicharrange for a proper street lighting rate if part of
East will be consulted as to the location of suchthe usual costs of the system is going to be borne
poles. Signed Lawrence Parent - Reeve

by the municipal Louis Laramieby - Clerk. Hydro - "

electric system."

Dec. 21st - Letter from Mr. Pope to Walkerville Hydro-electric
system giving new rates for light - reducing

domestic lighting to 3d per 100 sq.-ft. floor area.

Sept. 18th - Resolution passed by the Municipal Corporation

of the Township of Sandwich West:
"Moved by Malcolm S. Clapp, seconded by Ernest Cecil
Whorres representative ratepayers of the Township
of Sandwich East have petitioned the Ontario Power
Commission for the supplying of electric power for
light and power purposes, and whereas the Hydro-
electric Power Commission of Walkerville have
taken over and are operating the electric distribut-
ing system of the Walkerville Light and Power Company
within the Township of Sandwich East & it, therefore
resolved THAT the H.B.P.C. of Walkerville be
requested to deliver Hydro-electric power to power
and light customers over distributing lines to be
erected in the Township of Sandwich East by the
Ontario Power Commission and that the H.B.P.C. be
granted permission to erect and maintain such poles,
wires, etc. that they may deem necessary to supply
the above mentioned power with the express condition
that the Municipality of the Township of Sandwich
East will be consulted as to the location of such
poles. Signed Lawrence Parant - Reeve
Lewis Parment - Clerk.

H.E.P.C. FILES - WALKERVILLE 190 -3Page #17 H.E.P.C. FILES - WALKERVILLE 190 -41914

Nov. 7th - Letter from H.R.Hatcher to Mr. R.T.Jeffery "We are pleased to advise you that at a special meeting of the Council of the Township of Sandwich East the application of the Essex County Light and Power Company for a 20-year franchise was not entertained."

Nov. 16th - Letter from Walkerville Hydro-electric system to H.E.P.C. advising that the rate in Windsor is 8¢ per k.w.h. for 1st 30 hours; 4¢ per k.w.h. for next 70 hours; 8¢ per k.w.h. for all additional, and asking why their rate should not be the same.

Nov. 26th - Letter from Mr. Gaby to Walkerville Hydro-electric system advising that rates will be the same as consumers rates for Windsor.

Dec. 18th - Letter from Mr. Gaby to Walkerville Hydro-electric system "In connection with the street lighting system in the municipality of Walkerville we beg to advise you that we consider it would be best if your Hydro-electric Commission were to have complete control of the system. It is going to be rather difficult to arrange for a proper street lighting rate if part of the usual costs of the system is going to be borne by the municipality and part by the local Hydro-electric system."

Dec. 21st - Letter from Mr. Pope to Walkerville Hydro-electric system giving new rates for light - reducing domestic lighting to 3¢ per 100 sq.ft.floor area.

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Nov. 7th - Letter from H.H. Hatcher to Mr. H.E. Jeffery "We

are pleased to advise you that at a special meeting

of the Council of the Township of Walkerville

the application of the Essex County Light and Power

Company for a 20-year franchise was not entertained."

Nov. 18th - Letter from Walkerville Hydro-electric system to

H.E.P. advising that the rate in Windsor is 6¢ per

K.W.H. for 1st 30 hours; 4¢ per K.W.H. for next

70 hours; 6¢ per K.W.H. for all additional, and asking

why their rate should not be the same.

Nov. 28th - Letter from Mr. Gaby to Walkerville Hydro-electric

system advising that rates will be the same as

consumers rates for Windsor.

Dec. 18th - Letter from Mr. Gaby to Walkerville Hydro-electric

system "in connection with the street lighting system

in the municipality of Walkerville we beg to advise

you that we consider it would be best if your Hydro-

electric Commission were to have complete control of

the system. It is going to be rather difficult to

arrange for a proper street lighting rate if part of

the total cost of the system is going to be borne

by the municipality and partly by the local Hydro-

electric system."

Dec. 21st - Letter from Mr. Pope to Walkerville Hydro-electric

system giving new rates for light - requesting

domestic lighting to be 10¢ per 100 sq ft of floor

EXTRACT FROM FILES OF H.E.P.C.

Page #18 H.E.P.C FILE - WALKERVILLE 198 -4

WINDSOR - R.A.H. 104-1

1915

Jan. 8th - Letter from Dominion Stamping Co. to Walkerville

Dec. 24 Hydro-electric system complaining of 10 shut-downs
in one day.

Feb. 8th - Letter Walkerville Hydro-electric system to Chief

1922
Jan. 28 Engineer advising that they will be able to terminate
their contract with the Essex County Light and Power
Company "within about two weeks."

Feb. 11th- Letter from F. Barcroft, Detroit, to Mr. Gaby arranging
for meeting between Mr. Ford, Mr. Jeffery and Mr. Mc-
Gregory manager of their plant at Ford City.

March 11th-Letter Walkerville Hydro-electric system to Mr. Jeffery
advising that the contract with the Essex County Light
and Power Company was terminated.

met and discussed the various matters in connection
with the street and incandescent lighting system.

In this connection it should be stated that the

meeting that evening will be considered by them as

a request upon the Commission for an estimate cover-
ing this service. If the Commission should require

any formal resolution of the Council some indication

should be given the Chairman of the Committee.

Mr. Sheppard, is that correct?"

Page 418 W.B.P. Film - WATERVILLE 198-4

1918

Jan. 8th - Letter from Dominion Stamping Co. to Waterville

Hydro-electric system complaining of 10 shut-downs

in one day.

Feb. 8th - Letter Waterville Hydro-electric system to Chief

Engineer advising that they will be able to examine to

their contract with the Hasek Convey Light and Power

Company within about two weeks.

Feb. 11th - Letter from W. Barstow, Detroit, to Mr. Gaby regarding

for meeting between Mr. Ford, Mr. Joffe and Mr. Mc-

Gregory manager of their plans at Fox & Giff.

March 11th - Letter Waterville Hydro-electric system to Mr. Joffe re

advising that the contract with the Hasek Convey Light

and Power Company was terminated.

Feb. 12th - Letter from Mr. Gaby to Waterville Hydro-electric

system regarding the contract with the Hasek Convey Light

and Power Company. The letter states that the contract

was terminated because the Hasek Convey Light and Power

Company was unable to supply the system with the amount of

electricity required for the system to operate properly.

The letter also states that the Hasek Convey Light and Power

Company was unable to supply the system with the amount of

electricity required for the system to operate properly.

Electric system.

Feb. 12th - Letter from Mr. Gaby to Waterville Hydro-electric

system regarding the contract with the Hasek Convey Light

and Power Company.

EXTRACT from FILES OF H.E.P.C.WINDSOR - H. & M. 104 - 1WINDSOR - H. & M. 104-119081908

Dec. 24th - Letter from Secretary of Windsor Board of Trade asking for supply of literature on the "Niagara Power" proposition.

1909

Jan. 28th - Letter from E. Richards, engineer, to H.E.P.C. concerning work in Windsor and Walkerville. Mr. McBride and Mr. Richards met Mr. Fleming the Mayor, and Mr. Sheppard, Chairman of the Special Power Committee and outlined the usual course - met a few members of the Power Committee in the evening. Started canvas of the manufacturers "On Friday evening the Windsor Power Committee met and discussed the various matters in connection with the street and incandescent lighting system. In this connection it should be stated that the meeting that evening will be considered by them as a request upon the Commission for an estimate covering this service. If the Commission should require any formal resolution of the Council some indication should be given the Chairman of the Committee, Mr. Sheppard, to that effect."

Feb. 15th - The power distribution system are figures for 2000 h.p. connected up.... The street lighting system is estimated for a total of 110 arc lamps and 450 -

57
LETTER FROM WINDSOR TO H.B.P.O.

WINDSOR - H.B.P.O. 104-1

1908

Dec. 24th - Letter from Secretary of Windsor Board of
Trade asking for supply of literature on the
"Migrant Power" proposition.

1909

Jan. 28th - Letter from H. Richardson, engineer, to H.B.P.O.

concerning work in Windsor and Walkerville.

Mr. Richardson and Mr. Fleming met Mr. Fleming

the Mayor, and Mr. Sheppard, Chairman of the

Special Power Committee and outlined the usual

course - met a few members of the Power Committee

in the evening. Started canvas of the manufacturers

On Friday evening the Windsor Power Committee

met and discussed the various matters in connection

with the street and incandescent lighting system.

In this connection it should be stated that the

meeting that evening will be considered by them as

a request upon the Commission for an estimate cover-

ing this service. If the Commission should require

any formal resolution of the Council some indication

should be given the Chairman of the Committee.

Mr. Sheppard, to that effect."

Page #2

WINDSOR - E. & M. 104 - 1

1909

Jan. 29th - Letter from James H. Sheppard, Chairman of Power Committee, Windsor, to H.E.P.C. "What we want is an estimate for a distribution plant for power for factories, etc, a street lighting plant also a plant for commercial lighting. Kindly let me know what you will require us to do. At what date do you think you will have your report. A company is being formed here for the purpose of exporting electricity to Detroit." (By F.W. Guthrie, Chief Engineer.)

Feb. 15th - Letter from E. Fleming to Sir Adam Beck - "The Special Power Committee of the City Council are waiting matters here to get a report of the engineers of the Commission who were sent up here to look into the power matter as far as Windsor, Walkerville and Sandwich are concerned. When may we expect their report?"

Feb. 19th - Letter to E.E. Fleming "Report will be delivered in a day or two" distributing company without the

April 1st - Letter to E.E. Fleming enclosing estimate for the City of Windsor. See contract and I think if you

June 5th - Letter to Mr. Sheppard, Chairman of the Power Committee enclosing extra copies of estimate - "the feeders for the power distribution system are figures for 2000 h.p. connected up.....The street lighting system is estimated for a total of 110 arc lamps and 450 - 80 c.p. Tungsten incandescents.....We have

WINDSOR - E. A. M. 104 - 1

1902

Jan. 29th - Letter from James H. Shepherd, Chairman of Power
Committee, Windsor, to E. A. M. 104. What we want is
an estimate for a distribution plant for power for
factories, etc. a street lighting plant also a
plant for commercial lighting. Kindly let me know
what you will require us to do. At what date do you
think you will have your report. A company is being
formed here for the purpose of exporting electricity
to Detroit.

Feb. 15th - Letter from E. Fleming to Sir Adam Beck - "The Special
Power Committee of the City Council are within
masters here to get a report of the engineers of
the Commission who were sent up here to look into
the power matter as far as Windsor, Walkerville
and Sandwich are concerned. When may we expect
their report?"

Feb. 19th - Letter to E. A. M. 104. "Report will be delivered in
a day or two."

April 1st - Letter to E. A. M. 104. "Enclosing estimate for the
City of Windsor."

June 5th - Letter to Mr. Shepherd, Chairman of the Power Committee
enclosing extra copies of estimate - "The feeders for
the power distribution system are figured for
2000 h.p. connected up.... The street lighting system
is estimated for a total of 110 arc lamps and 450 -

Page #3

H.E.P.C. Files - WINDSOR H.A.M.104-1

1909

June 5th - "estimated the annual cost of the street lamp and (cont'd)

April 2nd - find that the arcs will cost the City about \$50.

per year and the incandescents about \$24. per year.

These costs, however, are based on power at \$39.00

April 26th - per year without taking into consideration the chance of resale of this same power during the day time.

May 16th - By selling this power during the day the cost of the power for the lighting system could be cut down by 30 to 35%". (By P.W.Bothman, Chief Engineer.)

Aug.3rd - Letter to J.H.Sheppard from Chairman of H.E.P.C.

May 16th - arranging to meet the Committee on Friday evening next.at Windsor.

1910

March 2nd- Letter from Chairman,H.E.P.C. to O.E.Fleming,K.C.

May 17th Windsor;" Your letter dated Feb.21st in which you call attention to the clause in the Act that no power shall be supplied by any municipal corporation to any railway or distributing company without the consent of the Commission was modified in the case of the City of Hamilton contract and I think if you so desire it could be waived in the contract we are making with the City of Windsor."

K.E.P.C. Files - WINDSOR E.S.E. 104-1

1909

June 5th - "estimated the annual cost of the street lamp and (cont'd.)

find that the work will cost the City about \$25.

per year and the improvements about \$24. per year.

These costs, however, are based on power at \$22.00

per year without taking into consideration the change

of volume of this same power during the day time.

By selling this power during the day the cost of the

power for the lighting system could be cut down by

50 to 80%." (By P.W. Schuman, Chief Engineer.)

Aug. 2nd - Letter to J.H. Sheppard from Chairman of K.E.P.C.

arranging to meet the Committee on Friday evening

next at Windsor.

1910

March 2nd - Letter from Chairman, K.E.P.C. to O.H. Williams, K.E.

Windsor: "Your letter dated Feb. 21st in which you

call attention to the clause in the Act that no

power shall be supplied by any municipal corporation

to any railway or distributing company without the

consent of the Commission was notified in the case

of the City of Hamilton contract and I think it you

that no damage is could be waived in the contract we are

making with the City of Windsor."

The power distribution system was discussed

and the Commission was notified in the case

of the City of Hamilton contract and I think it you

H.B.P.C. FILMS - WINDSOR 1904-1

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H.B.P.C. FILMS WINDSOR H.B.M.104-1

- 1910 5th - Letter from Clerk of Windsor to Sir Adam Beck -
- April 2nd - Letter to Edmund Land, Electrical Engineer, Detroit (who was preparing some information for the City of Windsor) enclosing some data.
- April 26th - Letter from Chairman, H.B.P.C. to James H. Shepperd arranging for meeting "on Monday next in London."
- May 16th - Telegram P.W. Bothman, Chief Engineer H.B.P.C. to J.H. Shepperd "100,000 sufficient for first installation of the distribution system for power and lighting." H.B.P.C. making application for
- May 16th - Letter from Ellis & Ellis, Barristers, Windsor, asking for information re the drawing of the By-law for the issuing of \$100,000. debentures to procure Niagara power. W. Wagoner, Legal Secretary of the
- May 17th - Letter to the Mayor of Windsor, from Chief Engineer "Acting under instructions from the Chairman I beg to quote you the following estimated prices for the power for your City: - adopted by the Council of the City

of H.B.P. At Windsor 1910		Total Cost per
		H.PY per annum
5,000	Power	47.94
10,000		32.83
15,000		27.21
20,000		24.61
25,000		22.86

by the Hydro-Electric Power Commission acting in the papers the amount of horsepower to be disposed of."

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H.B.P. GINN WINDSOR H.B.P. 104-1

1910

April 2nd - Letter to Edmund Land, Electrical Engineer.

Castro (was) was preparing some information for

the City of Windsor, enclosing some data.

April 25th - Letter from Chairman, H.B.P. to James H. Shephard

arranging for meeting "on Monday next in London."

May 1st - Telegram P.W. Jackson, Chief Engineer H.B.P. to

J.H. Shephard "100,000 sufficient for first

installation of the distribution system for power

and lighting."

May 1st - Letter from Hills & Hill, Engineers, Windsor,

asking for information re the building of the by-law

for the raising of \$100,000. Subsequent to procure

Alaska power.

May 17th - Letter to the Mayor of Windsor, from Chief Engineer

acting under instructions from the Chairman I beg

to quote you the following estimated prices for the

power for your City:-

H.B.P. at Windsor		Total cost per
		H.B.P. per annum
25,000	25,000	47.24
20,000	20,000	38.35
15,000	15,000	27.21
10,000	10,000	24.21
5,000	5,000	22.86

H.E.P.C. FILES - WINDSOR 104-1

Page 45

1910

1910 12th - Letter from Electric Distributing Company, Ltd. to

July 5th - Letter from Clerk of Windsor to Sir Adam Beck:-

"I am directed by the Mayor to inform you that the By-law to authorized the raising of \$100,000. with which to establish a plant for the distribution of Hydro-electric power from Niagara Falls having received the majority of the votes of the electors on June 20th was officially passed unanimously by the Council last evening."

July 12th- Letter from Electric Distributing Company, Limited,

to Chairman of H.E.P.C. making application for a contract to the extent of 15,000 h.p. with the right to increase it from time to time in blocks of 1000 h.p. to relinquish all ownership in the plant to the

July 14th - Letter from F.W. Wegenast, Legal Secretary of the Canadian Manufacturers' Association advising of

Aug. 18th - the disapproval of the C.M.A. against the exporting of power from Windsor to Michigan.

Aug. 1st - Copy of resolution adopted by the Council of the City of Windsor on Aug. 1st, 1910:- City Council.

Sept. 29th "Moved by Mr. Porter, Seconded by Mr. Banwell THAT the Clerk advertise in the Detroit papers for tenders for the surplus power brought to Windsor by the Hydro-Electric Power Commission stating in the papers the amount of horsepower to be disposed of."

motors and buy new ones. They are changing their

system so that it is necessary to install

1910

July 28th - Letter from Clerk of Windsor to Sir Adam Beck:-

"I am directed by the Mayor to inform you that the

By-law to authorize the raising of \$100,000. with

which to establish a plant for the distribution of

Hydro-electric power from Niagara Falls having

received the majority of the votes of the electors

on June 20th was officially passed unanimously by

the Council last evening."

July 12th - Letter from Electric Power Board, Limited,

to Chairman of H.B.P.O. making application for a

consent to the extent of 15,000 h.p. with the right

to increase it from time to time in blocks of 1000

h.p.

July 12th - Letter from F.W. Wagoner, Legal Secretary of the

Canadian Manufacturers' Association advising of

the disapproval of the C.M.A. against the exporting

of power from Windsor to Michigan.

Aug. 1st - Copy of resolution adopted by the Council of the City

of Windsor on Aug. 1st, 1910:-

"Moved by Mr. Porter. Seconded by Mr. Fenwick

THAT the Clerk advertise in the Detroit papers for

tenders for the surplus power brought to Windsor for

by the Hydro-Electric Power Commission stating in the

papers the amount of horsepower to be disposed of."

H.E.P.C. FILES - WINDSOR E & M. 104-1Page #61910

Aug. 12th - Letter from Electric Distributing Company, Ltd. to Sir Adam Beck "If the Government does not at this time feel disposed to secure the necessary funds to the construction of the transmission plant for the Hydro-electric service between London and Windsor our Company is prepared to enter into a contract for the purchase of 15,000 h.p. or more at London and build a plant between there and Windsor under the Commission's specifications and supervision with the understanding that we will furnish service to all municipalities en route desiring it on the Commission's computation of rates allowing the Commission to maintain and operate at its computed costs at our expense we to relinquish all ownership in the plant to the Commission at any time at a price that we will now mutually agree to."

Aug. 18th - Letter from Clerk of Windsor to Chairman, H.E.P.C. asking for a statement of the terms upon which the Commission will supply Windsor with 15,000 h.p. as directed by resolution of the City Council.

Sept. 29th - Letter from O.E. Fleming to F.W. Sothman advising that "the street railway Company here who also run the electric lighting systems and furnish power have ordered all their power users who have motors and use quantities from 2 to 20 h.p. to "junk" their motors and buy new ones. They are changing their system so that it is necessary to instal motors

motors and buy new ones. They are changing their

use quantities from 2 to 20 h.p. to "junk" their

ordered all their power motors who have motors and

electric lighting systems and furnish power have

"the street railway company here who also run the

Sept. 23rd - Letter from O.E. Fleming to W.V. Bennett advising that

directed by resolution of the City Council.

Commission will supply Windsor with 15,000 h.p. as

asking for a statement of the terms upon which the

Aug. 18th - Letter from Clerk of Windsor to Chairman, W.E.P.O.

mutually agree to."

Commission at any time at a price that we will now

we to relinquish all ownership in the plant to the

tail and operate at its computed costs at our expense

competition of water allowing the Commission to main-

municipalities on route deciding it on the Commission

understanding that we will furnish service to all

Commission's specifications and supervision with the

build a plant between there and Windsor under the

the purchase of 15,000 h.p. or more at London and

our company is prepared to enter into a contract for

the Hydro-electric service between London and Windsor

so the construction of the transmission plant for

time feel disposed to secure the necessary funds

Mr. Adam Beck "If the Government does not at this

Aug. 12th - Letter from Electric Distributing Company, Ltd. to

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1910

W.E.P.O. Files - Windsor B & W. 104-1

H.E.P.C. FILES - WINDSOR E.M. 104-1

Page #7

1910

Sept. 29th - "to use 60 cycle current. I do not know just what
(cont'd) 30th - Letter from E.C. Fleming to Mr. Pope:-

they mean or whether it is a scheme to put the public
on a different basis than that that would be installed
when the Niagara power is brought in to the City.
Would you enlighten us on this?"

perfecting our arrangements so that as Legislature
that they will meet further will be subject to
our rights and we are very pleased with the
position that matters are in considering the
difficult proposition we were up against."

Oct. 14th - Letter from Chas. Winkley Co. Ltd. re length of
time before Niagara power will reach Windsor.

Oct. 25th - Letter to Chas. Winkley Co. Ltd. re the
contracts have not been signed by municipalities.

1912

Jan. 22nd - Letter from Clerk of Windsor to Mr. Pope:-

"A measure was submitted to the electors in
June 1910, and adopted, the vote being for the
by-law 622 and against it 618, a majority of 4"

Nov. 22nd - Letter from Secretary of H.E.P.C. to Mayor Sheppard
of Windsor enclosing contract in duplicate between
the Commission and the municipality for the supply-
ing of power to be executed by the proper officials
and returned for execution by the Commission.

0181

Page 2 - "as we go along content. I do not know that what
(continued)

when the Niagara power is brought in to the City.

Would you explain to me what this means?

H.E.P.C. FILES - WINDSOR E.&M.104-2Page #81911

- June 30th - Letter from E.O. Fleming to Mr. Pope:- "I am also glad to advise that we have succeeded in preventing the re-enactment of the Burton Bill. The time limit expired yesterday and we have to-day perfected our arrangements to that ~~the~~ Legislature that they will enact further will be subject to our rights and we are very pleased with the position that matters are in considering the difficult proposition we were up against."
- Oct. 14th - Letter from Can. Winkley Co. Ltd. re length of time before Niagara power will reach Windsor.
- Oct. 25th - Letter to Can. Winkley Co. advising that the contracts have not been signed by municipalities.

1912

- Jan. 22nd - Letter from Clerk of Windsor to Mr. Pope:- "A measure was submitted to the electors in June 1910, and adopted, the vote being for the by-law 622 and against it 618, a majority of 4"
- Nov. 22nd - Letter from Secretary of H.E.P.C. to Mayor Sheppard of Windsor enclosing contract in duplicate between the Commission and the municipality for the supplying of power to be executed by the proper officials and returned for execution by the Commission.

H.M.P.O. FILES - WINDSOR E.S.N.104-2

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1911

June 30th - Letter from H.O. Fleming to Mr. Pope: - "I am

also glad to advise that we have succeeded in preventing the re-enactment of the Burton Bill. The time limit expired yesterday and we have today perfected our arrangements so that the Legislature that they will enact further will be subject to our rights and we are very pleased with the position that matters are in considering the difficult proposition we were up against."

Oct. 14th - Letter from Gen. Winkley Co. Ltd. re length of

time before Niagara power will reach Windsor.

Oct. 28th - Letter to Gen. Winkley Co. advising that the

contracts have not been signed by municipalities.

1912

Jan. 22nd - Letter from Clerk of Windsor to Mr. Pope: -

"A measure was submitted to the electors in

June 1910, and adopted, the vote being for the

by-law 632 and against it 613, a majority of 49

Nov. 22nd - Letter from Secretary of H.M.P.O. to Mayor Sheppard

of Windsor enclosing contract in duplicate between

the Commission and the municipality for the supply-

ing of power to be executed by the proper officials

and returned for execution by the Commission.

H.E.P.C. FILES - WINDSOR E.& N. 104-8Page 491913

Jan. 7th - Letter from Clerk of Windsor to Chief Engineer

March 10th - Gaby, requesting H.E.P.C. "to recommend additional equipment necessary to make the plant suitable for the serving of Niagara power. Your Mr. Jeffries in I understand, inspecting the local plant."

March 10th - Letter from Clerk of Windsor to Mr. Pope; - in reply to their's of the 7th instant enclosing "certified

March 19th - A copy of resolution of the Council authorizing the execution of the contract for power and also copy of the By-law authorizing the raising of the \$100,000. to meet the cost of the distributing plant."

"Copy of resolution passed by the Council of the City of Windsor on the 20th December, 1912:

June 30th - Moved by Mr. Lanspeary - Seconded by Mr. Howell that having heard the address of the Hon. Adam

Aug. 31st - Back explaining the objects and purposes of the Hydro-Electric Power Commission in respect to the supplying of the electric energy to municipal corporations and for supplying Hydro-electric power to the City of Windsor, this Council is of the opinion that the best interest of the people of in the districts."

WINDSOR - WINDSOR P. O. BOX 100-3

Page 12
1913

Jan. 7th - Letter from Clerk of Windsor to Chief Engineer
Cady, requesting R.R.P.C. "to recommend additional
equipment necessary to make the plant suitable for
the serving of Niagara power. Your Mr. Jettles
is I understand, inspecting the local plant."

March 10th - Letter from Clerk of Windsor to Mr. Rogers - in reply
to that of the 7th instant enclosing "certified
copy of resolution of the Council authorizing the
execution of the contract for power and also copy
of the By-law authorizing the raising of the
\$100,000. to meet the cost of the distributing
plant."

"Copy of resolution passed by the Council of the
City of Windsor on the 20th December, 1912,
Moved by Mr. Mansperry - Seconded by Mr. Howell
that having heard the address of the Hon. Adam
back on laying the objects and purposes of the
Hydro-Electric Power Commission in respect to the
supplying of the electric energy to municipal
corporations and for supplying Hydro-electric power
to the City of Windsor, this Council is of the
opinion that the best interest of the people of
the City of Windsor is to be promoted by the Commission."

H.E.P.C. FILES - WINDSOR H.A.M. 104-3Page #101913

March 10th - "this Corporation will be served by the
(cont'd)

execution of the contract here appended

and, therefore, that the Mayor and Clerk be

instructed to sign the said contract on behalf

of the City and attach thereto the corporate

seal. Carried unanimously."

March 19th - Letter from G.H. Fleming to Mr. Pope, advising

that the By-law is number 1353 and was passed on

the 4th day of July, 1910, authorizing the issuing

of \$100,000. of debentures.

June 28th - Letter from J.P. Gavin, B.A. to Mr. Gaby requesting

information as to what time Hydro-electric power

will reach Windsor.

June 30th - Letter from Chief Engineer to Clerk of Windsor

re street lighting conditions in Windsor.

Aug. 21st - Letter from Clerk of Windsor to Hon. Adam Beck

advising that a resolution was passed by the

Council "that the H.E.P.C. be requested to send

an engineer to attend the next regular meeting

of this Council with a view to discussing and

deciding upon ornamental system of street lighting

in the districts."

Superintendent of their plant - Mr. G.M. Perry.

H.A.B. Tyler - Windsor H.A.B. 100-2

Page 110

1912

March 10th - This Corporation will be served by the
(cont'd)

execution of the contract have expended

and, therefore, that the Mayor and Clerk be

instructed to sign the said contract on behalf

of the City and attach thereto the corporate

seal. Carried unanimously."

March 15th - Letter from O.H. Fleming to Mr. Pope, advising

that the By-law is number 1555 and was passed on

the 4th day of July, 1910, authorizing the issuing

of \$100,000. of debentures.

June 28th - Letter from J.P. Gavlin, M.L. to Mr. Mayor requesting

information as to what time Hydro-electric power

will reach Windsor.

June 30th - Letter from Chief Engineer to Clerk of Windsor

re street lighting conditions in Windsor.

Aug. 1st - Letter from Clerk of Windsor to Hon. Adam Beck

advising that a resolution was passed by the

Council that the H.A.B.C. be requested to send

an engineer to attend the next Council meeting

of this Council with a view to discussing and

deciding upon ornamental system of street lighting

in the district."

H.E.P.C FILE - WINDSOR E & M. 104-4

Page #11

1913

Sept. 15th - Letter to E. Harris, British American Hotel,

Nov. 11th - Letter from Clerk of Windsor to Sir Adam Beck

Windsor, from "Y" (Yates?) "Looking over your drawing attention the following resolution adopted daily reports Mr. Gaby and I wonder whether you by the Municipal Council of Windsor:- That the have not been endangering your chances of Hydro-electric engineer be instructed to place a securing the information desired by being a little valuation on the Essex Light and Power system now too prominent or insistent. Of course from this as operated by the Sandwich, Windsor and Amherstburg and it is very hard to judge but Mr. Gaby wanted Railway Co. and to place same before this Council at me to caution you to be extremely careful, wishing its next meeting two weeks hence.

you the best of luck"

Nov. 17th - Letter from Chief Engineer to City Clerk of Windsor:-

Oct. 14th - Letter from Clerk of Windsor to Sir Adam Beck:-

acknowledging letter of the 11th and advising that the "I have to inform you that the Council of this City work of the valuation of this system will be commenced on the 13th instant adopted the following recommendation at once but will not be completed before at least two of the Special White-way Committee: That the Hydro-week from the date of writing.

,Electric Power Commission be requested to appoint a

Nov. 25th - Letter from H. J. Jeffery to Mr. Pope requesting

Superintendent to take charges of the installation information on file re Windsor application for of the Hydro power distributing plant, to be under the appointment of local commission to manage Hydro matters

Nov. 28th - Letter from Mr. Pope to C. E. Fleming advising that there direction of the said Commission and also that the

Hydro-Power Commission be requested to purchase all is no necessity of taking a vote of the electors upon the material required for a distributing plant, etc, a by-law authorizing the Commission.

all vouchers of payment to be submitted to the

Dec. 26th - Letter from Mr. Pope to A. D. Rowley, Windsor, enclosing Council for acceptance."

copy of the Act respecting Municipal Water, Light and

Oct. 27th - Letter from Chief Engineer to City Clerk of Windsor Power works which relates to the appointment of

advising of the recommendation for the position of Commissioners.

Superintendent of their plant - Mr. O. M. Perry.

Page 411

1913

Sept. 15th - Letter to E. Harris, British American Hotel.

Windsor, from "Y" (Yates?) "Looking over your

daily reports Mr. Gaby and I wonder whether you

have not been endangering your chances of

securing the information desired by being a little

too prominent or insistent. Of course from this

and it is very hard to judge but Mr. Gaby wanted

me to caution you to be extremely careful, wishing

you the best of luck"

Oct. 14th - Letter from Clerk of Windsor to Sir Adam Beck:-

"I have to inform you that the Council of this City

on the 13th instant adopted the following recommendation:

of the Special White-way Committee: That the Hydro-

Electric Power Commission be requested to appoint a

Superintendent to take charge of the installation

of the Hydro power distributing plant, to be under the

direction of the said Commission and also that the

Hydro-Power Commission be requested to purchase all

the material required for a distributing plant, etc.

all vouchers of payment to be submitted to the

Council for acceptance."

Oct. 27th - Letter from Chief Engineer to City Clerk of Windsor

advising of the recommendation for the position of

Superintendent of their plant - Mr. O.M. Perry.

H.E.P.C. FILE - WINDSOR E.&M. 104-4Page #121913

- Nov. 11th - Letter from Clerk of Windsor to Sir Adam Beck drawing attention the following resolution adopted by the Municipal council of Windsor:- That the Hydro-electric engineer be instructed to place a valuation on the Essex Light and Power system now operated by the Sandwich, Windsor and Amherstburg Railway Co. and to place same before this Council at its next meeting two weeks hence.
- Nov. 17th - Letter from Chief Engineer to City Clerk of Windsor:- acknowledging letter of the 11th and advising that the work of the valuation of this system will be commenced at once but will not be completed before at least two week from the date of writing.
- Nov. 25th - Letter from R.T. Jeffery to Mr. Pope requesting information of file re Windsor application for appointment of local commission to manager Hydro matters
- Nov. 28th - Letter from Mr. Pope to O.E. Fleming advising that there is no necessity of taking a vote of the electors upon a by-law authorizing the Commission.
- Dec. 26th - Letter from Mr. Pope to A.D. Bowlby, Windsor, enclosing copy of the Act respecting Municipal Water, Light and Power works which relates to the appointment of Commissioners. In addition to the Sandwich, Windsor and Amherstburg Railway Co. the sum of \$144,000. for their complete system.

H.M.P.C. FILE - WINDSOR E.S.M. 104-4

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Nov. 11th - Letter from Clerk of Windsor to Sir Adam Beck drawing attention the following resolution adopted by the Municipal Council of Windsor:- That the Hydro-electric engineer be instructed to place a valuation on the Kasee Light and Power system now in operation by the Bandwidth, Windsor and Amherstburg Railway Co. and to place same before this Council at its next meeting two weeks hence.

Nov. 17th - Letter from Chief Engineer to City Clerk of Windsor:- acknowledging letter of the 11th and advising that the work of the valuation of this system will be commenced at once but will not be completed before at least two week from the date of writing.

Nov. 25th - Letter from R.T. Jeffery to Mr. Pope requesting information on file re Windsor application for appointment of local commission to manager Hydro matters Nov. 26th - Letter from Mr. Pope to O.H. Fleming advising that there is no necessity of taking a vote of the electors upon a by-law authorizing the Commission.

Dec. 26th - Letter from Mr. Pope to A.D. Bowly, Windsor, enclosing copy of the act respecting Municipal Water, Light and Power works which relates to the appointment of Commissioners.

H.E.P.C FILE - WINDSOR E. & M. 104-4

Page #13

1914

Jan. 14th - Letter from Chief Engineer to City Clerk of Windsor
 "Our engineers have completed the inventory and in the valuation of the distribution system of the Sandwich, Windsor Amherstburg Railway Co. and after a careful study of this we wish to report as follows:-
 Replacement value of the transformers, arresters, meters services, wire and poles, etc. and station equipment is ...\$144,000.
 The present value of this equipment is\$116,500.
 Should the plant be purchased by your municipality an additional amount of \$615,000. would have to be spent in remodelling the system and adding new transformers and meters to supply the present light distributed by the Sandwich, Windsor and Amherstburg Co. and also the initial load which it has been estimated can be obtained for the Windsor Hydro-electric system.
 In consideration of the fact that should the municipality purchase this system you would be able to commence operation of your Hydro-electric system with the present load of the Sandwich, Windsor & Amherstburg Co. in addition to the initial load which you will be able to obtain and also in view of the fact that this would necessitate only one set of poles on your streets and alleys we consider that it would be advisable for the municipality to offer the Sandwich, Windsor and Amherstburg Railway Co. the sum of \$144,000. for their complete system. "

E.M.R.O. WILK - WINDSOR E. & W. 104-4

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1914

Jan. 14th - Letter from Chief Engineer to City Clerk of Windsor

Your engineers have completed the inventory and

valuation of the distribution system of the Sandwich, Windsor

and Amherstburg Railway Co. and after a careful study of

this we wish to report as follows:-

Replacement value of the transformers,
arresters, meters services, wire and
poles, etc. and station equipment is ...\$144,000.

The present value of this equipment is ...\$118,800.

Should the plant be purchased by your municipality an
additional amount of \$25,200. would have to be spent in

remodeling the system and adding new transformers and

meters to supply the present light distributed by the

Sandwich, Windsor and Amherstburg Co. and also the initial

load which it has been estimated can be obtained for the

Windsor Hydro-electric system.

In consideration of the fact that should the municipality

purchase this system you would be able to commence operation

of your Hydro-electric system with the present load of

the Sandwich, Windsor & Amherstburg Co. in addition to

the initial load which you will be able to obtain and also

in view of the fact that this would necessitate only one

set of poles on your streets and alleys we consider that

it would be advisable for the municipality to offer the

Sandwich, Windsor and Amherstburg Railway Co. the sum of

H.E.P.C. FILE - WINDSOR H.&M.104-4

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1914

Jan. 14th - "This amount does not include the present generating station building nor the apparatus contained in the building which is used in the operation of the electric railway."

March 7th - Letter from Mr. Jeffery to Mr. A.L. Hertzberg, C.P.E. Our Mr. Jeffery will arrange to meet your Council and will discuss this matter with you giving any details which your Council may wish to know."

March 11th - Letter from Manning and Cleary, Barristers, Windsor, re bill in regard to adventures for Hydro-electric schemes in the City of Windsor, and special legislation in connection therewith.

April 8th - Letter from the Windsor Hydro-electric Commission to H.E.P.C. advising that the tender of H.C. Christman Co. for the building of the Transformer station at a price of \$9400.00 was accepted, this price to be reduced by \$100. provided they build Walkerville Station also.

April 18th - Letter from G.H. Ferry, of Windsor Hydro-electric System to "Pick": "The City Council are getting out their estimates for the last six months of the year and I have been asked to approximate the cost of the street lighting from July to December inclusive."

This amount does not include the present Government

building which is used in the operation of the

One of the letters will contain the following information:

calls which your Connolly may wish to know."

H.E.P.C. FILES - WINDSOR - H.A.M. 104-5Page #15March 19141914

- Feb. 25th - Letter from Clerk of Windsor to Mr. Gaby requesting information re By-law to be passed for "White Way" System.
- March 7th - Letter from Mr. Gaby to Mr. A.L. Hertzberg, C.P.R. advising that they "expect to be able to deliver current to power customers in Windsor some time during the month of June, 1914, and would state that power lines will be constructed to supply power to customers at any point at which power may be required within the City limits."
- March 11th - Letter from Kenning and Cleary, Barristers, Windsor, re bill in regard to debentures for Hydro-electric schemes in the City of Windsor, and special legislation in connection therewith.
- April 8th - Letter from the Windsor Hydro-electric Commission to H.E.P.C. advising that the tender of H.G. Christman Co. for the building of the Transformer station at a price of \$9700.00 was accepted, this price to be reduced by \$100. provided they build Walkerville Station also.
- April 18th - Letter from O.M. Perty, of Windsor Hydro-electric System to "Dick": "The City Council are getting out their estimates for the last six months of the year and I have been asked to approximate the cost of the street lighting from July to December inclusive.

1914

Feb. 25th - Letter from Clerk of Windsor to Mr. Gaby requesting

information re by-law to be passed for "White Way"

System.

March 7th - Letter from Mr. Gaby to Mr. A.L. Hertzberg, O.P.E.

advising that they "expect to be able to deliver current

to power customers in Windsor some time during the

month of June, 1914, and would state that power lines

will be constructed to supply power to customers at

any point at which power may be required within the

City limits."

March 15th - Letter from Manning and Cleary, Electricians, Windsor,

re bill in regard to debentures for Hydro-electric

schemes in the City of Windsor, and special legislation

in connection therewith.

April 6th - Letter from the Windsor Hydro-electric Commission to

H.B.P.C. advising that the tender of H.C. Christman Co.

for the building of the transformer station at a price

of \$2700.00 was accepted, this price to be reduced

by \$100. provided they build Waterville Station also.

April 18th - Letter from O.K. Perry, of Windsor Hydro-electric

System to "Black". The City Council are getting out

their estimates for the last six months of the year

and I have been asked to approximate the cost of the

street lighting from July to December inclusive.

H.E.P.C. FILES - WINDSOR E.A.M. 194-5

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Page #16

1914 - Letter from Secretary, E.H.P.C. to Mayor of Windsor

April 18th - I wish you would check up the dope sheet I am
(cont'd)
enclosing and point out any errors I have made. I have
assumed that 1000 100-watt tungsten lamps and 170
nitrogen filled tungsten lamps will be burning and
that the council pays not only the current and lamp
renewals but also pays for the original cost of the
supply ordinary system on wooden poles, in the form of \$2.00
in cost per lamp per year obtained by interest and depreciation
the charges of 10% on \$20.00. I am with the exception
of the please let me hear from you as soon as possible.

Everything is going fine here. I am paying \$25.00 per h.p.
per year for the delivery of 15,000 h.p. from the bus-burn
of the Essex Station, in accordance with the other terms
of the contract.

May 2nd - Letter from G.H. Perry to H.E.P.C. advising that the Lighting
Department of the Sandwich, Windsor and Amherstburg Railway
is making a strong effort to secure new residential
lighting business on a five-year contract basis.

May 2nd - Letter from the Windsor Hydro-Electric system to H.E.P.C.
requesting that the order for a transformer be given to
Holmes & Narver Electric Company, as same is a local concern and
the price slightly lower than that of the manufacturer
who is supplying the Provincial Commission.

H.R. 10,000 - WINDMILL P.A. 1914

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April 18th - I wish you would check up the depts sheet I am
(cont'd)

enclosing and point out any errors I have made. I have
assumed that 1000 100-watt tungsten lamps and 175
nitrogen filled tungsten lamps will be burning and
that the console pays not only the current and lamp
renewals but also pays for the original cost of the
ordinary system on wooden poles, in the form of \$2.00
per lamp per year obtained by interest and depreciation
charges of \$25 on \$500.00.

The one I am not from you as soon as possible.

Everything is going fine here.

H.E.P.C. FILES - WINDSOR E.& M. 194-6Page 3171914

May 1st -Letter from Secretary, H.E.P.C. to Mayor of Windsor enclosing "portion of the present Hydro-Electric Act dealing with the Windsor By-law No. 1853 as it will appear in our amended act.....There were no amendments or changes in the act respecting your by-law."

May 6th -Letter from Mr. Gaby to O.E.Fleming "In compliance with your request for an alternative flat rate for the supply of 15,000 h.p. at the bus-bars of our Essex Station in accordance with the terms of the proposed contract with the Electrical Distributing Company with the exception of that referring to rates; I beg to say that the Commission is prepared to give a rate of \$28.00 per h.p. per year for the delivery of 15,000 h.p. from the bus-bars of its Essex Station, in accordance with the other terms of the contract."

May 8th- Letter from O.M.Perry to H.E.P.C. advising that "the Lighting Department of the Sandwich, Windsor and Amherstburg Railway is making a strong effort to secure new residential lighting business on a five-year contract basis."

May 8th -Letter from the Windsor Hydro-Electric system to H.E.P.C. requesting that the order for a transformer be given to Moloney Electric Company, as same is a local concern and the price slightly lower than that of the manufacturer who is supplying the Provincial Commission.

advising that if commercial rate applies to sign lighting

the rate will be higher than what is charged by

May 1st - Letter from Secretary, W.E.P. to Mayor of Windsor

re: "The Windsor Hydro-Electric Act

dealing with the Windsor By-law No. 1883 as it will

appear in our amended act.... There were no amendments

or changes in the act respecting your by-law."

May 6th - Letter from Mr. Gaby to O.E. Fleming "in compliance

with your request for an alternative first rate for the

supply of 18,000 h.p. at the bus-bars of our Essex Station

in accordance with the terms of the proposed contract with

the Electrical Distributing Company with the exception

of that relating to rates. I beg to say that the

Commission is prepared to give a rate of \$28.00 per h.p.

per year for the delivery of 18,000 h.p. from the bus-bars

of the Essex Station, in accordance with the other terms

of the contract."

May 8th - Letter from O.E. Pardy to W.E.P. advising that "the Lighting

Department of the Township, Windsor and Amherstburg Railway

is making a strong effort to secure new residential

lighting business on a five-year contract basis."

May 8th - Letter from the Windsor Hydro-Electric system to W.E.P.

requesting that the order for a transformer be given to

Holmes & Narver Electric Company, as same is a local concern and

the price slightly lower than that of the manufacturer

who is supplying the Provincial Commission.

H.E.P. SIER - WINDSOR N. & N. 104-6

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1914

- May 11th - Letter from Mr. Gaby to Windsor Hydro-Electric system
 (cont'd)
 July 30th - advising that it would appear that it would be best
 for the Windsor Hydro-electric system to supply service
 to the part of Township of Sandwich West lying between
 Windsor and the Town of Sandwich.
- May 30th - Letter from Windsor Hydro-electric system to H.E.P.C.
 in reference to request from Soper & Dupuis for street
 lighting on three streets adjoining their subdivision
 in the Town of Sandwich and referring to the fact that
 "The Town of Sandwich has already voted against Hydro-
 Electric Power".
- July 22nd - Letter from Mr. Gaby to Windsor Hydro-electric system
 Sept. 3rd - advising that rates for street lighting and house
 lighting supplied to part of the Township of Sandwich
 will be the same as those for the municipality of Windsor.
- July 24th - Letter from Mr. Gaby to Windsor Hydro-electric system
 giving rates for use in Windsor:-
 "Domestic - 4¢ per 100 sq.ft. floor area and consumption
 charge of 4¢ per k.w.h. minimum floor space
 light is this charge will be 25¢ net.
- Sept. 24th - Commercial - 8¢ for first 30 hours' use and 4¢ for all
 additional consumption. Minimum bill 50¢
 to Mr. Soper, re cutting off of light of S. Soper's
 Power - 3.6¢ per k.w.h. for first 50 hours' use
 Erie Appraisal 2.4¢ for next 50 hours' use and 0.3¢ for
 all additional.
 which the Hydro employees have acted in a very high-
- July 28th - Letter from Windsor Hydro-electric system to H.E.P.C.
 handed manner with a view to influencing citizens to
 advising that if commercial rate applies to sign lighting
 become subscribers thereto.
 the rate will be higher than what is charged by local

1914

May 11th - Letter from Mr. Gaby to Windsor Hydro-Electric system
advising that it would appear that it would be best
for the Windsor Hydro-Electric system to supply service
to the part of Township of Sandwich West lying between
Windsor and the Town of Sandwich.

May 20th - Letter from Windsor Hydro-Electric system to H. & H.
in reference to request from Mayor & Council for street
lighting on three streets adjoining their subdivision
in the Town of Sandwich and referring to the fact that
"The Town of Sandwich has already voted against Hydro-
Electric Power".

July 2nd - Letter from Mr. Gaby to Windsor Hydro-Electric system
advising that rates for street lighting and house
lighting supplied to part of the Township of Sandwich
will be the same as those for the municipality of Windsor.

July 24th - Letter from Mr. Gaby to Windsor Hydro-Electric system
giving rates for use in Windsor:-
Domestic - 4¢ per 100 sq. ft. floor area and consumption
charge of 4¢ per K.W.H. minimum floor space
charge will be 25¢ per sq. ft.

Commercial - 6¢ per 100 sq. ft. floor area and consumption
charge of 6¢ per K.W.H. minimum floor space
charge will be 25¢ per sq. ft.
Power - 5.5¢ per K.W.H. for first 50 hours, and
2.4¢ for next 50 hours, and 0.2¢ for
all additional.

July 28th - Letter from Windsor Hydro-Electric system to H. & H.
advising that if commercial rate applies to sign lighting

H.M.P.C. FILE - WINDSOR H.A.W.194-6Page #191914

July 28th - company - 5¢ per k.w.h. to Windsor Hydro-Electric
(cont'd)

July 30th - Letter from Mr. Gaby to Mr. O.M. Perry, Windsor Hydro-Electric system advising that no special rates for high lighting, but that follow-up rate for Commercial lighting 8¢ per K.W.H. for the first 30 hours use, 4¢ per k.w.h. for the next 70 hours' use and 3/10¢ for all additional will be considerably lower than 5¢ per k.w.h.

No date - Circular from Sandwich, Windsor and Amherstburg Rly. to Consumers advising that they will meet the published rates of the Hydro-Electric Commission for the City of Windsor.

Sept. 3rd - Letter from Mr. Gaby to Windsor Hydro-Electric system supplementing rates to consumers reducing Domestic lighting to 3¢ per 100 sq.ft. of floor area.

Sept. 8th - Letter from Mr. Gaby to Windsor Hydro-Electric system advising that Commission to write Sandwich Township Council asking for permission to supply power and light in this district.

Sept. 24th - Letter from Bartlett and Bartlett, solicitors, Windsor to Mr. Pope, re cutting off of light of W.P. Stephenson Erie Apartments. "We have also heard of other cases in which the Hydro employees have acted in a very high-handed manner with a view to influencing citizens to become subscribers thereto."

owners of 12.5¢ loss .42¢ which equals 12.1¢ per

1914

July 28th - company - by per K.W.H.
(cont'd)
July 30th - letter from Mr. Gaby to Mr. O.H. Perry, Windsor Hydro-

Electric system advising that no special rates for night lighting, but that follow-up rate for commercial lighting of per K.W.H. for the first 20 hours was. 4 per K.W.H. for the next 70 hours, and 2/10¢ for all additional will be considerably lower than 4 per K.W.H.

No date - Circular from Hamilton, Windsor and Amherstburg Hy.

to Commission advising that they will meet the published rates of the Hydro-Electric Commission for

July 30th - the City of Windsor.
Sept. 3rd - letter from Mr. Gaby to Windsor Hydro-Electric system

supplementing rates to consumers regarding domestic

lighting to 4 per 100 sq. ft. of floor area.
Sept. 8th - letter from Mr. Gaby to Windsor Hydro-Electric system

advising that Commission to write Hamilton Township

concerning seeking for permission to supply power and

light in this district.

Sept. 24th - letter from Hamilton and Hamilton, Colchester, Windsor

to Mr. Perry, re cutting off of light of E.S. Commission

and agreements. "We have also heard of other cases in

which the Hydro employees have acted in a very high-

handed manner with a view to influencing citizens to

become subscribers thereto."

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Nov.17th - Letter from Mr. Gaby to Windsor Hydro-Electric

System re advertising "...we are pleased to advise you that our advertising is now in such shape that we will be able to satisfactorily look after this branch of your business. There will be no further delays in producing advertising material, and we trust that everything will move smoothly in the future....."

Nov.23rd -Letter from Mr. Gaby to C.M.Perry,Windsor H.E.System

"According to your report the 174 lights forming the white way in the business district in Windsor cost \$22,351.30. Adding to this amount 10% to cover our engineering and over-head charges, the total cost will be \$24,586.43. Assuming the assessable frontage to be 19,000 feet, which is the frontage given in your report, the capital cost per foot for the equipment on the Street annually - that is to say, not including any part of the additional station equipment required is \$1,294.

Annual charges on this amount would be:

Interest at 6%	7.76	
Sinking funds at 3.73%		
(which is calculated		
for 20 years at 3%)	<u>4.83</u>	12.59

Deducting from this the cost of an ordinary system - 49¢...We have therefore a new charge to property owners of 12.59 less .49¢ which equals 12.1¢ per

1214

Nov. 17th - Letter from Mr. Gaby to Windsor Hydro-Electric
System re advertising "... we are pleased to advise
you that our advertising is now in such shape that
we will be able to satisfactorily look after this
branch of your business. There will be no further
delays in producing advertising material, and we
trust that everything will move smoothly in the
future....."

Nov. 23rd - Letter from Mr. Gaby to O.M. Perry, Windsor H.E. System
"According to your report the 17 lights forming the
white way in the business district in Windsor cost
\$22,351.50. Adding to this amount 10% to cover our
engineering and overhead charges, the total cost
will be \$24,586.65. Assuming the reasonable freightage
to be 12,000 feet, which is the freightage given in your
report, the capital cost per foot for the equipment on
the street annually - that is to say, not including a
part of the additional station equipment required is
\$1.224.

Annual charges on this amount would be:

Interest at 6% 7.76

Sinking funds at 5.75%
(which is calculated
for 20 years at 2%) 4.83

12.59

Deducting from this the cost of an ordinary system -
\$4..7.. We have therefore a new charge to properly

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1914

Nov. 25th - "foot per year for 20 years. 2

(cont'd)

Nov. 25th - Letter from Fred Howell, Mayor of Windsor, to

Mr. Pope, advising that Windsor in almost every

By-law regarding exemptions for new factories has

a clause in which "we agree to give such power for lighting purposes for ten years as each factory may require, free, to be supplied by is to them after Hydro has been installed in Windsor"

Dec. 3rd - Letter from Mr. Pope to Mayor Howell, advising that

the Hydro-Electric Power Commission Act prohibits a

municipality from discriminating in the rates being charged different customers and patrons and all rates are subject to the approval of the Commission.

Dec. 18th - Letter from A.D. Bowlby, Chairman of Windsor H.E.

System to Sir Adam Beck requesting his attendance at a meeting Dec. 29th as the people of Sandwich are vetting on Hydro-Electric at January elections.

Feb. 16th - Letter from Mr. Gaby to Windsor H.E. System advising that no special rates can be given by the local Hydro-Electric system with reference to free lighting offered by the municipalities to manufacturers.

March 13rd - Letter from Windsor H.E. System to H.E.P.C. advising that the cost per foot frontage per year for

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Nov. 25th - "Foot by year for 20 years. B
(cont'd)

Nov. 25th - Letter from Fred Howell, Mayor of Windsor, to

Mr. Pope, advising that Windsor in almost every

by-law regarding exemptions for new factories has

a clause in which "we agree to give each power for

lighting purposes for ten years as each factory may

require, free, to be supplied by us to them after

Hydro has been installed in Windsor"

Dec. 5th - Letter from Mr. Pope to Mayor Howell, advising that

the Hydro-Electric Power Commission Act prohibits a

municipality from discriminating in the rates being

charged different customers and persons and all rates

are subject to the approval of the Commission.

Dec. 18th - Letter from A.D. Bowiby, Chairman of Windsor M.B.

System to Sir Adam Beck requesting his attendance

at a meeting Dec. 23rd at the people of Sandwich are

vesting in Hydro-Electric as January elections.

H.E.P.C. FILE - WINDSOR H.E.M. 104-9-2

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Jan. 8th - Letter from Windsor H.E. System to Mr. Jeffery
March 23rd - Ornamental Street Lighting System in Windsor

(cont'd) re advisability of having Walkerville and Windsor
Systems tied together on the 400 volt sides, as a
stand-by

Jan. 21st - Letter from Mr. Gaby to Mr. O.M. Perry - advising
that they believe the scheme outlined in their
letter of the 8th instant a good one, and also
advising that the new double line from Niagara Falls
to Dundas is expected to be complete and in operation
early next month.

Feb. 9th - Letter from Mr. Gaby to Windsor H.E. System re rates
for street lamps:- \$50.00 per lamp per year for
500 watt tungsten filled; \$12.00 per lamp per year
for 100 watt nitrogen filled; "In connection with
the ornamental standards no sinking fund or depreciation
has been allowed for, but in the ordinary pole type
system both sinking fund and depreciation at the rate
of 5% has been included in the yearly cost of the lamp"

Feb. 16th - Letter from Mr. Gaby to Windsor H.E. System advising
that no special rates can be given by the local Hydro-
Electric system with reference to free lighting offered
by the municipalities to manufacturers.

March 23rd - Letter from Windsor H.E. System to H.E.P.C. advising
that the cost per foot frontage per year for

H.B.P.O. WITH - WINDSOR H.B.P.O. 104-2

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1915

Jan. 21st - Letter from Windsor H.B.P.O. System to Mr. Jeffery
re advisability of having Wainwright and Windsor
systems tied together on the 400 volt ridge, as a
stand-by.

Jan. 21st - Letter from Mr. Gaby to Mr. O.M. Perry - advising
that they believe the scheme outlined in their
letter of the 25th instant a good one, and also
advising that the new double line from Niagara Falls
to Windsor is expected to be complete and in operation
early next month.

Feb. 9th - Letter from Mr. Gaby to Windsor H.B.P.O. System re rates

for street lamps: - \$20.00 per lamp per year for

800 watt tungsten filled; \$12.00 per lamp per year

for 100 watt nitrogen filled; also connected with

the ornamental standards no sinking fund or depreciation

has been allowed for, but in the ordinary pole type

system both sinking fund and depreciation at the rate

of 2% has been included in the yearly cost of the lamp

Feb. 15th - Letter from Mr. Gaby to Windsor H.B.P.O. System advising

that no special rates can be given by the local Hydro-

Electric system with reference to free lighting offered

by the municipalities to manufacturers.

March 23rd - Letter from Windsor H.B.P.O. System to H.B.P.O. advising

that the cost per foot frontage per year for

WINDSOR & AMHERSTBURG RAILWAY
H.E.P.C. FILE - WINDSOR E.&M.104-9
EXTRACTS FROM FILES BY H.E.P.C.

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1915

March 23rd - Ornamental Street Lighting System in Windsor
 (cont'd) will amount to 5.5¢ per foot.

April 20th - Letter from Mr. Gaby to Windsor H.E. System
 enclosing copy of estimate of cost of constructing
 a new Distribution System in the Municipality of
 Sandwich and also valuation of the Sandwich
 Windsor & Amherstburg's system in Sandwich.
 Cost of distribution system - \$4,314.45.

Offer made to Company for their complete system
 less tie line from Salt Works to Windsor boundary -
 \$3,500.

Letter further states considerable delay is prejudicing
 the feeling in the district, and Walkerville was not
 particularly interested.

May 22nd - Letter from the Mayor of Windsor acknowledging Mr.
 Gaby's letter of May 19th saying that Commission
 was sending engineers.

June 23rd - Letter from the Secretary of the Essex County Rural
 Road Association to H.E.P.C. "We are doing our
 utmost to secure copies of these franchises. The
 with whom you had some conversation is very much
 opposed evidently to the information going to you.
 I will forward same to you immediately upon receipt

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March 25th - Ornamental Street Lighting System in Windsor (cont'd)

will amount to \$2.54 per foot.

April 20th - Letter from Mr. Gaby to Windsor E.A.M. System

enclosing copy of estimate of cost of constructing

a new Distribution System in the Municipality of

Windsor and also valuation of the same

Windsor & Amherstburg's system in Windsor.

Cost of distribution system - \$4,214.45.

Offer made to Company for their complete system

less the line from Salt Works to Windsor boundary

\$2,500.

FILE

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY

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1915

EXTRACTS FROM FILES OF H.E.P.C.

July 3rd - Letter from the Mayor of Windsor to the Commission:

1915

"The present situation would seem to make it

May 14th - Letter from A. W. Jackson, Mayor of Windsor,

advisable to have the Hydra-Radial question brought

"Acting on the recommendation contained in the
to a head as speedily as possible. The fact is that
letter which you were kind enough to give me some
a petition is now being circulated among Walkerville
two months ago our City Council on March 29th by
property owners to submit to a vote the proposed
resolution asked the Ontario Hydro Commission to
franchise extension for the present street railway
investigate and report on the plant of the Hydro
which we succeeded in holding it back at the
radial street railway system for Windsor, Walkerville
beginning of the year. It is quite possible that
and Sandwich; at the same time similar resolutions
on the strength of this petition the Council at its
were obtained of the two other municipalities
next meeting may introduce the by-law and submit it
interested."

to a public vote."

Letter further states considerable delay is prejudicing

July 27th - Letter H.E.P.C. to A.W. Jackson, Mayor of Windsor:-
the feeling in the district, and Walkerville was not
"We will endeavour to complete your report and have
particularly interested.

it laid before the Commission as soon as possible;

May 22nd - Letter from the Mayor of Windsor acknowledging Mr.

but it is extremely difficult to complete this work
Gaby's letter of May 19th saying that Commission
without the necessary papers. It might be possible
was sending engineers.

For you to get in touch with the Town Clerk of

June 23rd - Letter from the Secretary of the Essex County Hydro
Division and see that copies of their agreements
Radial Association to H.E.P.C. "We are doing our
are forwarded without delay."

utmost to secure copies of these franchises. The M

Aug. 19th - Letter from Mayor of Windsor to H.E.P.C. drawing
with whom you had some conversation is very much
attention to local situation - extremely favorable
opposed evidently to the information going to you.
that report of Commission be received at an early
I will forward same to you immediately upon recei
date."

"The Windsor and Walkerville franchises expire 7

years hence. Sandwich has still 14 or 15 years to

SANDWICH, WINDSOR & ALBERTA RAILWAY

EXTRACTS FROM FILES OF H.B.P.O.

1918

May 14th - Letter from A. W. Jackson, Mayor of Windsor.

Acting on the recommendation contained in the letter which you were kind enough to give me some two months ago our City Council on March 29th by resolution asked the Ontario Hydro Commission to investigate and report on the plan of the Hydro Electric Railway system for Windsor, Walkerville and Sandwich; at the same time similar resolutions were obtained of the two other municipalities

interested.

Letter further states considerable delay is prejudicial the feeling in the district, and Walkerville was not particularly interested.

May 22nd - Letter from the Mayor of Windsor acknowledging Mr.

Gaby's letter of May 15th saying that Commission

was sending engineers.

June 23rd - Letter from the Secretary of the Essex County Hydro

Electric Association to H.B.P.C. "We are doing our

utmost to secure copies of these franchises. The H

with whom you had some conversation is very much

opposed evidently to the information going to you.

I will forward same to you immediately upon receipt

FILESANDWICH, WINDSOR & AMHERSTBURGPage #2FILE1915

July 9th - Letter from the Mayor of Windsor to the Commission:

"The present situation would seem to make it advisable to have the Hydro-Radial question brought to a head as speedily as possible. The fact is that a petition is now being circulated among Walkerville property owners to submit to a vote the proposed radial. Town Council has approved of submitting the franchise to a vote. What we were hoping was which we succeeded in holding it back at the beginning of the year. It is quite possible that on the strength of this petition the Council at its next meeting may introduce the by-law and submit it to a public vote."

July 27th - Letter H.E.P.C. to A.W. Jackson, Mayor of Windsor:-

"We will endeavour to complete your report and have it laid before the Commission as soon as possible, but it is extremely difficult to complete this work without the necessary papers. It might be possible for you to get in touch with the Town Clerk of Sandwich and see that copies of their agreements are forwarded without delay."

Aug. 19th - Letter from Mayor of Windsor to H.E.P.C. drawing

Attention to local situation - "extremely desirable that report of Commission be received at an early date."

"The Windsor and Walkerville franchises expire 7

years hence, Sandwich has still 14 or 15 years to

July 27th - Letter from the Mayor of Windsor to the Commission:

"The present situation would seem to make it advisable to have the Hydro-Electric question brought to a head as speedily as possible. The fact is that a petition is now being circulated among Walkerville property owners to submit to a vote the proposed franchise extension for the present street railway which we succeeded in holding it back at the beginning of the year. It is quite possible that on the strength of this petition the Council at its next meeting may introduce the by-law and submit it to a public vote."

July 27th - Letter H.R.O. to A.W. Jackson, Mayor of Windsor:-
"We will endeavor to complete your report and have it laid before the Commission as soon as possible, but it is extremely difficult to complete this work without the necessary papers. It might be possible for you to get in touch with the Town Clerk of Sandwich and see that copies of their agreements are forwarded without delay."

Aug. 19th - Letter from Mayor of Windsor to H.R.O. drawing attention to local situation - "extremely desirable that report of Commission be received at an early date."

"The Windsor and Walkerville franchises expire 7 years hence. Sandwich has still 14 or 15 years to

FILE 24

SANDWICH, WINDSOR & AMHERSTBURG1915

Aug. 19th - "run. Present street railway company now trying
(cont'd)

to get new twenty year franchise for Windsor lines by offering to build extension to south end of this town. Granting of this franchise would be serious obstacle to taking over of system as Hydro radial. Town Council has approved of submitting the franchise to a vote. What we were hoping was that the Commission would either outline a plan for a separate Hydro line to serve both south end of both Windsor and Walkerville decided to place ourselves in the hands of the Commission so have been waiting report before considering any plans We had considerable difficulty in getting Walkerville to join us in asking for a Hydro radial report".

Aug. 30th- A report by Chief Engineer on Walkerville, Windsor and Sandwich - "present street railway company giving fair service. Demand for new line Windsor-Sandwich southward to serve south portion of Windsor and Walkerville and present company refuses extension unless franchise is also extended. Franchise expires 6 or 7 years hence. "We think the Company is prepared to sell out on reasonable terms. We believe the line through Windsor could be operated to almost cover expenses."

No figures on first cost have been prepared.

SANDWICH, WINDSOR & LAKEVILLE

FILE
1915

Aug. 19th - 1915
(cont'd)

to get new twenty year franchise for Windsor line
by offering to build extension to south end of
this town. Granting of this franchise would be
a serious obstacle to taking over of system as Hydro
radial. Town Council has approved of submitting
the franchise to a vote. When we were hoping was
that the Commission would either outline a plan
for a separate Hydro line to serve both south end
of both Windsor and Walkerville decided to
place ourselves in the hands of the Commission so
have been waiting report before considering any
plans We had considerable difficulty in
getting Walkerville to join us in asking for a
Hydro radial report".

Aug. 30th - A report by Chief Engineer at Walkerville, Windsor
and Sandwich - "present street railway company giving
tail service. Demand for new line Windsor-Sandwich
continued to serve south portion of Windsor and
Walkerville and present company refuses extension
unless franchise is also extended. Franchise expires
6 or 7 years hence. We think the Company is prepared
to sell out on a reasonable terms. We believe the
line through Windsor could be operated to almost
cover expenses. No figures on first cost have been

SANDWICH WINDSOR & AMHERSTBURGPage #41915

Oct. 5th - Letter from Secretary of Essex County Radial Railway Association to Hydro-Electric Power Commission "During our conversation in Toronto a few days ago you expressed your willingness to attend a meeting in Walkerville. We have not definitely decided at the date but will advise you later as we are anxious to have you here" signed by H.R. Hatcher.

File jumps from Oct. 7, 1915 to May 18th, 1917.

1917

May 18th - Letter from Chief Engineer, H.E.P.C. to Dr. Walker, Chairman of Joint Railways at Walkerville:

"Our attention has been directed to some articles in the Windsor and Border papers which state that your Committee was given certain information in this office relative to the basis upon which your municipalities could take over the private street railways in your District. It is not permissible to give our information of this nature from this office without the authority of the Commission, and the engineers who met your delegation state that no recommendations were given Please instruct each member of your Committee that they must refrain from quoting this Commission regarding this matter until it has been reported upon in the usual way."

(This letter does not appear to have ever been sent)

WINDSOR & AMHERSTBURG

Page 14

1915

Oct. 25th - Letter from Secretary of Essex County Railway
Railway Association to Hydro-Electric Power
Commission "During our conversation in Toronto a
few days ago you expressed your willingness to
attend a meeting in Walkerville. We have not
definitely decided at the date but will advise you
later as we are anxious to have you here" signed
by W.H. Hatcher.

File jumps from Oct. 7, 1915 to May 18th, 1917.
May 18th - Letter from Chief Engineer, N.E.P.C. to Dr. Walker.

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in the Windsor and Border papers which state that
your Committee was given certain information in
this office relative to the issue upon which your
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railways in your District. It is not permissible
to give out information of this nature from this
office without the authority of the Commission.
and the engineers who met your delegation state
that no recommendations were given Please
instruct each member of your Committee that they
must refrain from quoting this Commission regarding
this matter until it has been reported upon in
the usual way."

(This letter does not appear to have ever been sent)

Page #5

SANDWICH, WINDSOR & AMHERSTBURG1918

July 12th - Letter from City Clerk, City of Windsor to

Mr. Pope:- "A deputation of Mayor and three members of Council will be in Toronto on the 19th. Might they wait on your Commission in respect to the advise of the Ontario Railway Board on operation of Sandwich-Windsor and Amherstburg Railway in this City?"

Sept. 18th - Council of City of Windsor adopted the following

recommendation: "That the City Clerk be instructed to draw the Hydro-Electric Power Commission's attention to the fact that the memorial requesting the Commission to investigate and report on the plans to take over the system of the Sandwich,

Windsor and Amherstburg Railway and operate same for the municipalities has been signed by every municipality interested and requesting commission

to take action at once and advise what action to be taken by municipalities."

1919

Feb. 5th - City Clerk of Windsor to Sir Adam Beck:-

"The Council of the City of Windsor on the third instant passed a resolution notifying you to visit Windsor for the purpose of addressing a meeting on the street railway situation." Please

1918

July 12th - Letter from City Clerk, City of Windsor to
Mr. Pope: - "A delegation of Mayor and three
members of Council will be in Toronto on the
12th. Might they wait on your Commission in
respect to the advice of the Ontario Railway
Board on operation of Sandwich-Windsor and
Amherstburg Railway in this City?"
Sept. 18th - Council of City of Windsor adopted the following
recommendation: "That the City Clerk be instructed
to draw the Hydro-Electric Power Commission's
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the Commission to investigate and report on the
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Windsor and Amherstburg Railway and operate same
for the Municipality has been signed by every
Municipality interested and requesting Commission
to take action at once and advise what action
is to be taken by Municipality."

1919

Feb. 5th - City Clerk of Windsor to Sir Adam Beck: -
"The Council of the City of Windsor has decided
instantly passed a resolution notifying you to
visit Windsor for the purpose of addressing a
meeting on the street railway situation."

PAGE #6 SANDWICH, WINDSOR & AMHERSTBURG

1919

- May 23rd - Letter Chief Engineer, H.E.P.C. to F.W.Brooks, President, Sandwich, Windsor & Amherstburg Railway, Detroit: "Reference to conversation with our Mr. Hewson early in the month, asking when details may be expected. "The municipalities are very anxious that negotiations should be proceeded with at the first possible date."
- June 27th - Telegram Sir Adam Beck to F.W.Brooks "Investigations sufficiently advanced to meet you on Monday morning to conclude negotiations for securing the Sandwich, Windsor and Amherstburg Railway. Anxious to know to-day if you can arrange for a meeting Monday morning."
- June 28th - Telegram A.E. Edwards, Vice President, Sandwich, Windsor and Amherstburg Railway to Sir Adam Beck:- "Brooks in hospital but I will meet you Monday morning."
- July 2nd - Telegram Sir Adam Beck, London from M.R.Hatcher: "Opportunity presents itself to stampede Walkerville Council plans vote By-law Saturday advise on what action. Have you Chamber of Commerce attitude?"
- July 7th - Telegram Sir Adam Beck, Toronto from E. Winter, Mayor of Windsor: "Street Railway increased fares By-law defeated in Windsor and Walkerville on Saturday. What steps will you take under the circumstances? Please reply."

SANDWICH, WINDSOR & AMHERSTBURG RAILWAY

PAGE 98

1913

May 23rd - Letter Chief Engineer, N.E.P.C. to F.W. Brooks.

President, Sandwich, Windsor & Amherstburg Railway.

Reference to conversation with Mr.

Newson early in the month, asking when details may

be expected. "The municipalities are very anxious

that negotiations should be proceeded with at the

first possible date."

June 27th - Telegram Sir Adam Beck to F.W. Brooks "Investigations

unofficially advanced to meet you on Monday morning

to coincide negotiations for securing the Sandwich.

Windsor and Amherstburg Railway. Answer to know to-day

if you can arrange for a meeting Monday morning."

June 28th - Telegram A.E. Edwards, Vice President, Sandwich,

Windsor and Amherstburg Railway to Sir Adam Beck:

"Brooks in hospital but I will meet you Monday morning."

July 2nd - Telegram Sir Adam Beck, London from H.R. Hatcher:

"Opportunity presents itself to stampede Walkerville

Council plans vote by-law Saturday advise on what

action. Have you Chamber of Commerce ready?"

July 7th - Telegram Sir Adam Beck, Toronto from H. Winter, Mayor

of Windsor: "Street Railway increased taxes by-law

defeated
killed in Windsor and Walkerville on Saturday. What

steps will you take under the circumstances? Please

reply."

1919

July 29th - Detroit United Railway, F.W. Brooks, President,

July 29th - (c) Franchisees, rights and contracts of the
[cont'd] Detroit.-

"Referring to recent negotiations with your representatives for the purchase of the properties of the Sandwich, Windsor and Amherstburg and Windsor, Tecumseh Electric Railways I may say that I am preparing a recommendation to the municipalities to purchase all the properties, etc. upon the following terms, subject to the approval of the Government, the passing favourably of the By-laws in the municipalities and the guaranteeing of the Bonds by the Province of Ontario, viz:-

(1) The purchase of all the properties, assets and undertakings of every kind and nature of the Sandwich, Windsor and Amherstburg and Windsor and

Tecumseh Electric lines as of the date agreed upon.

(a) All the freehold and leasehold, liens, easements and bearing interest at the rate of 4% payable and interests in the lands owned by the companies

(b) All the plant, machinery, equipment, patents Commission shall retain from the above bonds an stock in trade, stores, goods and chattels, amount sufficient to protect it against outstanding property and effects to which the companies are liabilities, liens and bonds, the Commission to be entitled or which are in use by the companies and over the such bonds as are retained by it in or to which the companies are entitled in proportion as have been agreed upon as the connection with their business.

liabilities, liens and bonds are satisfied and released. The Commission shall undertake to pay

1912

July 29th - Detroit United Railway, F.W. Brooks, President.

Detroit:-

"Referring to recent negotiations with your representatives for the purchase of the properties of the Sandwich, Windsor and Amherstburg and Windsor, Tecumseh Electric Railways I may say that I am preparing a recommendation to the municipalities to purchase all the properties, etc. upon the following terms, subject to the approval of the Government, the passing favorably of the By-laws in the municipalities and the guaranteeing of the bonds by the Province of Ontario, viz:-

- (1) The purchase of all the properties, assets and undertakings of every kind and nature of the Sandwich, Windsor and Amherstburg and Windsor and Tecumseh Electric lines as of the date agreed upon.
- (2) All the household, farm, essential and interests in the lands owned by the companies
- (3) All the plant, machinery, equipment, patents stock in trade, stores, goods and chattels, property and effects to which the companies are entitled or which are in use by the companies or to which the companies are entitled in connection with their business.

SANDWICH WINDSOR & AMHERSTBURGSANDWICH, WINDSOR & AMHERSTBURG

Page #8

1919

July 29th - (c) Franchises, rights and contracts of the

(cont'd)

(cont'd)

companies in full benefit thereof and all

pending contracts and existing franchises to

which the companies are entitled in connection with their said business.

(d) All other properties to which the companies are

entitled in connection with their said business

excepting the companies cash, promissory notes,

books accounts and bills and accounts receivable.

(e) All capital stock of the companies, common or

preferred.

2. The consideration for the sale shall be the sum

of \$2,039,000. and shall be paid and satisfied by

the delivery of Bonds of the Hydro-Electric Power

Commission of Ontario, guaranteed by the Province

of Ontario, payable in 40 years from date of issue

and bearing interest at the rate of 4% payable

half-yearly at the Bank of Montreal, Toronto. The

Commission shall retain from the above Bonds an

amount sufficient to protect it against outstanding

liabilities, liens and bonds, the Commission to

hand over the such bonds as are retained by it in

proportion as have been agreed upon as the or so that

liabilities, liens and bonds are satisfied and between

redeemed. The Commission shall undertake to pay of

July 29th - (c) Expenses, rights and interests of the
(cont'd)

companies in full benefit thereof and all

pending contracts and existing franchises to

which the companies are entitled in connection

with their said business.

(d) All other properties to which the companies are

entitled in connection with their said business

excepting the companies cash, promissory notes,

books accounts and bills and accounts receivable.

(e) All capital stock of the companies, common or

preferred.

2. The consideration for the sale shall be the sum

of \$2,025,000, and shall be paid and satisfied by

the delivery of Bonds of the Hydro-Electric Power

Commission of Ontario, guaranteed by the Province

of Ontario, payable in 40 years from date of issue

and bearing interest at the rate of 4 1/2% payable

half-yearly at the Bank of Montreal, Toronto. The

Commissioner shall retain from the above Bonds an

amount sufficient to protect it against outstanding

liabilities, claims and bonds, the Commission to

hand over the said bonds as are retained by it in

proportion as have been agreed upon as the

liabilities, claims and bonds are satisfied and

redeemed. The Commission shall undertake to pay

Extract from Speech of
MR. ADAM BRUCE
SANDWICH, WINDSOR & AMHERSTBURG

Page #9

1919

July 29th - 2 . interest upon the bonds it retains as
(cont'd)

security. All of the above is subject to the entering into the proper and satisfactory agreement which will provide for such adjustments as may be necessary and agreed upon, such as unredeemed tickets.

"The Ontario Railway and Municipal Board at the time the company declared that it could not pay the men an increase in wages unless the rate of fares was increased, told you that to meet the demands of the men you would have to increase the fares. The Board's Commission, after investigating the Company, tells you that the system can be operated as a revenue-producing concern at the old rate of six tickets for a quarter. Further the Chairman said that on the old rate \$250,000 can be spent on extending and improving the system."

NOTE: A. R. Bartlett was solicitor for Detroit United lines and looked over agreement.

Oct. 19th - Letter, Secretary, H.E.P.C. to Hon. I.B. Lucas, enclosing draft agreement covering construction of some radial lines in and around Windsor and Sandwich together with agreement for purchase of Sandwich, Windsor and Amherstburg Railway system.

Nov. 15th - Letter Ry. Engineers, H.E.P.C. to Mayor Winter of Windsor: "I had a talk with Mr. Hannigan last evening when we attended a meeting on the Toronto-Eastern Railway and told him you were anxious to get your Committee together to meet him early next week so that you would arrange dates for your public meetings between Nov. 24th and Dec. 6th. Mr. Hannigan has a great deal of work in hand but expects to go to London on Tuesday

SARATON, WINDSOR & ANNEBOROUGH

Page 49

1918

July 23rd - 2. (cont'd)

security. All of the above is subject to the
entering into the property and satisfactory
agreement which will provide for such adjust-
ments as may be necessary and agreed upon, such
as redeemed tickets.

Chairman.

NOTE:

A. R. Barclay was solicitor for Detroit United
Lines and looked over agreement.

Oct. 19th - Letter, Secretary, H.R.P.C. to Hon. L.S. Brown.

enclosing draft agreement covering construction of
some radial lines in and around Windsor and Sand-
wich together with agreement for purchase of
Sandwich, Windsor and Anneborough Railway system.

Nov. 19th - Letter H. Engineers, H.R.P.C. to Mayor Winter of

Windsor: "I had a talk with Mr. Kinnear last even-
ing when we attended a meeting on the Toronto-Windsor
Railway and told him you were anxious to get your

Committee together to meet him early next week so that
you would arrange later for your public meetings between
Nov. 23rd and Dec. 6th. Mr. Kinnear has a great deal of

Extract from Speech of

SIR ADAM BECK

REPORTED IN THE

EXTRACT FROM "GLOBE" "BORDER CITY STAR"

of

Windsor, Ont..

"Windsor, June 1813." November 29, 1919. the local muni-

cipalities to submit to a vote of the ratepayers the

question of whether or not the Sandwich, Windsor and

"In a sense we have a very sure thing in acquiring the S., W. & A. Street Railway. It is a going concern and we have accurate knowledge of its earning capacity," he said. "The Company has been very decent and has given us free access to the books. Consequently for the past two months, from day to day, we have known exactly what the revenue of the road has been.

such an extent that WILL PRODUCE PROFIT: which is the

"The Ontario Railway and Municipal Board at the time the Company declared that it could not pay the men an increase in wages unless the rate of fares was increased, told you that to meet the demands of the men you would have to support the increases in fares, or the Company would be operating at a loss. The Hydro Power Commission, after investigating the Company, tells you that the system can be operated as a revenue-producing concern at the old rate of six tickets for a quarter. Further the Commission tells you that on the old rate \$250,000 can be spent on extending and improving the system without the ratepayers being called upon to pay a single dollar of that amount in taxes. value of the street

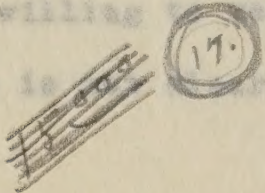
"This railway serves a community that is growing by leaps and bounds and consequently each year will see a substantial increase in the revenue. This, our engineers believe will be sufficient to cover all the costs of extending and improving the service. I am given to understand that no one in the border municipalities has the "riding habit" on the S., W. & A., but by improving the service, both in the rolling stock and the frequency of trips, we will get it for them."

adjacent municipalities will endorse the plans to authorize

the increase in fares, although just why street car patrons

should be willing to pay higher fares than they are

now paying is not clear."



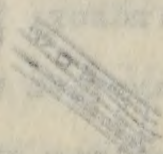
Extract from Speech of
SIR ARTHUR BURN
REPORTED IN THE
"STANDARD CITY PRESS"
at
Windsor, Ont.,
November 29, 1919.

"In a sense we have a very sure thing in acquiring the
S. & W. A. Street Railway. It is a going concern and we have
accurate knowledge of its earning capacity," he said. "The Company
has been very decent and has given us free access to the books.
Consequently for the past two months, from day to day, we have known
exactly what the revenue of the road has been."

WILL PRODUCE PROFIT

"The Ontario Railway and Municipal Board at the time the
Company declared that it could not pay the men an increase in wages
unless the rate of fares was increased, told you that to meet the
demands of the men you would have to support the increase in fares
or the Company would be operating at a loss. The Hydro Power
Commission, after investigating the Company, tells you that the
system can be operated as a revenue-producing concern at the old
rate of six tickets for a quarter. Further the Commission tells
you that on the old rate \$250,000 can be spent on extending and
improving the system without the ratepayers being called upon to
pay a single dollar of that amount in taxes."

"This railway serves a community that is growing by leaps
and bounds and consequently each year will see a substantial in-
crease in the revenue. This, our engineers believe will be
sufficient to cover all the costs of extending and improving the
service. I am given to understand that no one in the Board
Municipalities has the 'riding habit' on the S. & W. A., but by
improving the service, both in the rolling stock and the frequency
of trips, we will get it for them."



Extract from "Globe" June 17th. 1919:

"Windsor, June 16th.- The decision of the local municipalities to submit to a vote of the ratepayers the question of whether or not the Sandwich, Windsor and Amherstburg Railway Company shall be permitted to increase the rates of fares to 5¢ straight has upset the calculations of the Ontario Hydro Commission to such an extent that the Commission has washed its hands of the whole matter and the pending negotiations for the acquisition of the street railway by the Hydro Commission to be operated as a Public utility are at an end.

Information to this effect came to the City yesterday from Sir Adam Beck, who stated that increased fares would so enhance the value of the street railway franchise that satisfactory terms for the purchase of the lines was extremely improbable.

It is assumed, apparently, by the Provincial Commission officials that the ratepayers of the adjacent municipalities will endorse the plans to authorize the increase in fares, although just why street car patrons should be willing to vote to pay higher fares than they are now paying is not clear. "

Extract from "Globe" June 15th, 1919.

"Windsor, June 15th.—The decision of the local municipalities to submit to a vote of the ratepayers the question of whether or not the Hamilton, Windsor and Amherstburg Railway Company shall be permitted to increase the rates of fares to be straight has upset the calculations of the Ontario Hydro Commission to such an extent that the Commission has washed its hands of the whole matter and the pending negotiations for the acquisition of the street railway by the Hydro Commission to be operated as a public utility are at an end.

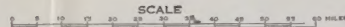
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It is assumed, apparently, by the Provincial Commission officials that the ratepayers of the adjacent municipalities will endorse the plans to authorize the increase in fares, although just why street car patrons should be willing to vote to pay higher fares than they are now paying is not clear."



HYDRO-ELECTRIC POWER COMMISSION
OF ONTARIO

TRANSMISSION LINES AND STATIONS



- | | |
|----------------------|------------------------------|
| Generating Stations | Proposed Generating Stations |
| High Tension Lines | High Tension Stations |
| Low Tension Lines | Low Tension Stations |
| Proposed L. T. Lines | Proposed L. T. Stations |

Comm. J. A. R.

Jan 19, 1923

SIR ADAM BECK -2-

SIR ADAM BECK

13 - Did you not make other public announcements of a similar character throughout the Border Cities at this time?

The following are suggested questions for Sir

14 - Were you aware when you took over the System, in place of the Adam Beck: taking bond mortgages, that the System would have to be run as two separate companies?

1 - When were you first approached with regard to taking over the Sandwich, Windsor & Amherstburg Railway?

2 - When did actual negotiations commence between yourself and the Detroit United Railways?

3 - What was the nature of the negotiations?

4 - Was the valuation made by your engineers (Brief p.31) the basis of your negotiations?

5 - If this valuation was correct why was \$40,006.65 written off and charged to "intangibles" after the purchase- (p.32, Brief).

17 - If a part of "Salaries of General Officers and Conductors"

6 - When the System was taken over what did you know about its earning capacity? Had the road been paying a dividend?

7 - Could the books of the companies be produced?

8 - Why was the power and lighting system in Windsor valued at \$270,193.38 and sold to the City of Windsor for \$190,000? (p.32, Brief)

9 - Did you recommend the purchase to the municipalities, and if so at what price?

10 - What part did you take in endeavoring to settle the strike in May, 1919?

11 - Did you at any time state publicly that there was no occasion to raise the fare from 4-1/6¢ to 5¢ straight?

12 - Just prior to the voting on the by-law, December 1st, 1919, you stated:

(1) That the company could be operated as a revenue producing concern at the old rate of 6 tickets for a quarter (Brief p.89)

(2) That on the old rate \$250,000 could be spent on extensions and improvements without the rate-payers being called upon to pay a single dollar of that amount in taxes. (p.84 Brief).

(3) That each year will see a substantial increase in revenue and that your engineers believed this would be sufficient to cover all cost of extending and improving service (p.89, Brief)

The following are suggested questions for Sir

Adam Beck:

- 1 - When were you first approached with regard to taking over the Sandwich, Windsor & Amherstburg Railway?
- 2 - When did actual negotiations commence between yourself and the Detroit United Railway?
- 3 - What was the nature of the negotiations?
- 4 - Was the valuation made by your engineers (Brief p. 21) the basis of your negotiations?
- 5 - If this valuation was correct why was \$40,000.00 written off and charged to "intangibles" after the purchase (p. 22, Brief)?
- 6 - When the system was taken over what did you know about earning capacity? Had the road been paying a dividend?
- 7 - Could the books of the companies be produced?
- 8 - Why was the power and lighting system in Windsor valued at \$270,193.38 and sold to the City of Windsor for \$1 (p. 22, Brief)?
- 9 - Did you recommend the purchase to the municipalities, if so at what price?
- 10 - What part did you take in endeavoring to settle the rate in May, 1912?
- 11 - Did you at any time state publicly that there was no need to raise the rate from 4-1/2¢ to 5¢ straight?
- 12 - Just prior to the voting on the by-law, December 1st, 1912 you stated:
 - (1) That the company could be operated on a revenue producing concern at the old rate of 4 cents for a quarter (Brief p. 22)
 - (2) That on the old rate \$250,000 could be spent on extensions and improvements without the rate payers being called upon to pay a single cent of that amount in taxes. (p. 24 Brief)
 - (3) That each year will see a substantial increase in revenue and that your engineers believed the road would be sufficient to cover all cost of operation and improving service (p. 25, Brief)

13 - Did you not make other public announcements of a similar character throughout the Border Cities at this time?

14 - Were you aware when you took over the System, in view of the outstanding bond mortgages, that the System would have to be run as two separate companies? as to the amount

15 - Is any remuneration paid to the directors of these companies by virtue of their ~~making~~ positions with them?

16 - It is noted that in 1921 the amount of \$9,974.44 is charged to "Head Office Expense" (Price Waterhouse Ex. 111b)

Does this include all charges for the Commission offices in Toronto or are there other charges included in "Salaries and Expenses of General Officers and General Office Clerks?"

3 - Of what did the rehabilitation of the road actually consist?

4 - You heard it said that under the existing franchise with the Sandwich, Windsor & Amherstburg Railway Co.

17 - If a part of "Salaries of General Officers and General Office Clerks" amounting to in all \$18,000 in 1921 is paid for services from Toronto, what proportion is for these services? Is this the case?

18 - It is noted that \$26,482.37 was paid for Insurance in 1921.

This amount has been criticised as being high. What do you say about this? Hydro-Electric Power Commission operations?

19 - There appears to be no provision with regard to paying in the Hydro-Electric Railway Act by which any cost of the paying shall be borne by the Commission.

20 - What taxes are paid to the various municipalities in the Sandwich, Windsor & Amherstburg Railway system by the Hydro-Electric Power Commission?

21 - It is noted that the taxes for 1921 are approximately half of those paid in 1920. How is this accounted for?

22 - Is it correct then to say that taxes are paid only on lands owned by the Commission and that structures, right-of-way, etc. are free from municipal taxation?

23 - How many switches have been connected with the road since it was taken over?

24 - For whom were they constructed?

25 - Who paid for them?

- 13 - Did you not make other public announcements of a similar character throughout the border cities at this time?
- 14 - Were you aware when you took over the system, in view of outstanding bond mortgages, that the system would have to be run as two separate companies?
- 15 - Is any remuneration paid to the directors of these companies by virtue of their holding positions with them?
- 16 - It is noted that in 1931 the amount of \$9,974.44 is charged to "Head Office Expenses" (Price Waterhouse Ex. 111b). Does this include all charges for the Commission offices in Toronto or are there other charges included in "Salaries and Expenses of General Officers and General Office Clerks" of your organization?
- 17 - If a part of "Salaries of General Officers and General Office Clerks" amounting to in all \$18,000 in 1931 is paid for services from Toronto, what proportion is for these services?
- 18 - It is noted that \$26,482.87 was paid for Insurance in 1931. This amount has been criticized as being high. What do you say about this?
- 19 - Did you recommend that reference be made to the Board of Directors in 1931?
- 20 - What have you done in connection with the matter since 1931?
- 21 - Did you say that there should be a review of the system at this time?
- 22 - When given the review of the system, what have you suggested?
- (1) That the company should be organized as a public corporation and that the old laws of 1892 should be repealed and replaced by a new law.
- (2) That on the 1st of June 1931 the company should be reorganized and incorporated under the new law.
- (3) That the company should be reorganized and incorporated under the new law.
- (4) That the company should be reorganized and incorporated under the new law.
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- (99) That the company should be reorganized and incorporated under the new law.
- (100) That the company should be reorganized and incorporated under the new law.

Hearing re Sandwich, Windsor &
Amherstburg Railway Company.

Jan. 19th, 1923

ASK MR. GABY-

- 1 - After the Sandwich, Windsor & Amherstburg and the Windsor & Tecumseh Railway Companies were taken over were there any estimates made as to the amount needed for rehabilitation?
- 2 - If so, what was the suggested amount?
- 3 - Were these estimates submitted to the municipalities and voted upon in the usual way?
- 4 - Were the estimates adhered to or were they altered?
- 5 - Of what did the rehabilitation of the road actually consist?
- 6 - You heard it said that under the existing franchises with the Sandwich, Windsor & Amherstburg Railway Co. the Council of the City of Windsor could insist on the company paving the roadbed, i.e., the space between the rails and 18 inches on each side in addition. Is this the case?
Please produce franchise showing this.
- 7 - Does this differ in any way from the agreement under which the Hydro-Electric Power Commission operates?
- 8 - There appears to be no provision with regard to paving in the Hydro-Electric Railway Act by which any cost of the paving shall be borne by the Commission.
- 9 - What taxes are paid to the various municipalities in the Sandwich, Windsor & Amherstburg Railway system by the Hydro-Electric Power Commission?
- 10 - It is noted that the taxes for 1921 are approximately half of those paid in 1920. How is this accounted for?
- 11 - Is it correct then to say that taxes are paid only on lands owned by the Commission and that structures, right-of-way, etc. are free from municipal taxation?
- 12 - How many switches have been connected with the road since it was taken over?
- 13 - For whom were they constructed?
- 14 - Who paid for them?

Hearing re Sandwich, Windsor &
Amherstburg Railway Company,
Jan. 19th, 1923

ASK MR. GALT-

- 1 - After the Sandwich, Windsor & Amherstburg and the Windsor & Tecumseh Railway Companies were taken over were there any estimates made as to the amount needed for rehabilitation?
- 2 - If so, what was the suggested amount?
- 3 - Were these estimates submitted to the municipalities and voted upon in the usual way?
- 4 - Were the estimates adhered to or were they altered?
- 5 - Or what did the rehabilitation of the road actually consist?
- 6 - You heard it said that under the existing franchisees with the Sandwich, Windsor & Amherstburg Railway Co. the Council of the City of Windsor could insist on the company paving the roadbed, i.e., the space between the rails and 18 inches on each side in addition. Is this the case? Please produce franchise showing this.
- 7 - Does this differ in any way from the agreement under which the Hydro-Electric Power Commission operates? There appears to be no provision with regard to paving in the Hydro-Electric Railway Act by which any cost of the paving shall be borne by the Commission.
- 8 - What taxes are paid to the various municipalities in the Sandwich, Windsor & Amherstburg Railway system by the Hydro-Electric Power Commission?
- 9 - It is noted that the taxes for 1921 are approximately half of those paid in 1920. How is this accounted for?
- 10 - Is it correct then to say that taxes are paid only on lands owned by the Commission and that structures, right-of-way, etc. are free from municipal taxation?
- 11 - How many switches have been connected with the road since it was taken over?
- 12 - For whom were they constructed?
- 13 - Who paid for them?

1 - What is your position with respect to the Sandwich,
14 - At whose instance were they constructed?

15 - Was the purpose for which they were constructed
known at the time?

16 - Was any advice taken as to the legality of this?

17 - The Hydro-Electric Power Commission passed on the
13th December, 1922, the following minute:

"THE CHIEF ENGINEER SUBMITTED A REPORT ON THE RE-
HABILITATION OF THE SANDWICH, WINDSOR & AMHERSTBURG
RAILWAY AND THE GUELPH RADIAL RAILWAY, TOGETHER WITH
HIS RECOMMENDATION AS TO THE ADVISABILITY OF CHARGING
DEPRECIATION DURING THE PERIOD OF RECONSTRUCTION
AND REHABILITATION ON THESE ROADS. AFTER CONSIDERATION
THE BOARD APPROVED OF THE DEFERRING OF THE
DEPRECIATION CHARGES UNTIL REHABILITATION HAD BEEN
COMPLETED, WHICH WAS ESTIMATED AS OF NOVEMBER 1ST,
1922. IT WAS FURTHER INSTRUCTED THAT NO DEPRECIATION
CHARGES BE SET ASIDE DURING THE PERIODS OF RE-
HABILITATION OF ANY ROADS WHICH MAY HEREAFTER BE
ACQUIRED BY THE COMMISSION."

Were the municipalities consulted with regard to this?

18 - Why was this action taken?

19 - Were any opinions obtained as to the validity or
legality of this matter?

20 - What are your contemplated expenditures on the system
for the coming year and how do you propose obtain-
ing the necessary funds?

- 14 - At whose instance were they constructed?
- 15 - Was the purpose for which they were constructed known at the time?
- 16 - Was any advice taken as to the legality of this?
- 17 - The Ryugo-Mitsubishi Power Commission passed on the 15th December, 1932, the following minute:
- "THE CHIEF ENGINEER SUBMITTED A REPORT ON THE REHABILITATION OF THE SANDWICH, WINDSOR & AMHERSTBURG RAILWAY AND THE GUNTER RADIAL RAILWAY, TOGETHER WITH HIS RECOMMENDATION AS TO THE ADVISABILITY OF CHANGING DEPRECIATION DURING THE PERIOD OF RECONSTRUCTION AND REHABILITATION OF THESE ROADS. AFTER CONSIDERING THE BOARD APPROVED OF THE DETERMINING OF THE DEPRECIATION CHARGES UNTIL REHABILITATION HAD BEEN COMPLETED, WHICH WAS ESTIMATED AS OF NOVEMBER 1ST, 1932. IT WAS FURTHER INTERESTED THAT NO DEPRECIATION CHARGES BE PUT ASIDE DURING THE PERIOD OF REHABILITATION OF ANY ROAD WHICH MAY HEREAFTER BE ACQUIRED BY THE COMMISSION."
- Were the municipalities consulted with regard to this?
- 18 - Why was this action taken?
- 19 - Were any opinions obtained as to the validity or legality of this action?
- 20 - It is noted that the Board for 1931 and 1932 had no action on this matter. How is this explained?
- 21 - It is suggested that the Board for 1931 and 1932 had no action on this matter. How is this explained?
- 22 - It is suggested that the Board for 1931 and 1932 had no action on this matter. How is this explained?
- 23 - It is suggested that the Board for 1931 and 1932 had no action on this matter. How is this explained?
- 24 - It is suggested that the Board for 1931 and 1932 had no action on this matter. How is this explained?
- 25 - It is suggested that the Board for 1931 and 1932 had no action on this matter. How is this explained?

June 3rd, 1921

ASK MR. T. U. FAIRLIE

WINDSOR, Ont.

Dear Sir - What is your position with respect to the Sandwich, Windsor & Amherstburg Railway Company?

In accordance with the request of the uni-

2 - Did you prepare the estimates for rehabilitation? In the Essex District, the Commission has made a

3 - What was actually done toward rehabilitating the survey of the railway? and extensions in this division

4 - How does this correspond with the estimates? in

5 - Why were the estimates not followed? accompanying

6 - It is understood that you spoke to the various Councils before the by-laws authorizing the additional amounts were voted upon. What was the feeling of the various Councils at this time? to expend the sum of \$300,000.00.

7 - There were a number of complaints made at the hearing in Windsor with regard to the following matters:

- (a) Red tape in administration and not enough local control;
- (b) The one-man cars;
- (c) Bunching;
- (d) Raise in fares;
- (e) Trackless trolley lines.

What would you say to each of these claims?

8 - What are your contemplated expenditures on the system for the coming year and how do you purpose obtaining the necessary funds?

above referred to report, it will be necessary to establish a five cent fare within the districts interested by the proposed works.

The Commission would be pleased if you would arrange a time and place where the Council of your municipality could meet with the others and the representatives of the Commission, with a view of acting upon the recommendations contained in the report.

Yours truly,

(signed) W. W. FORD,

SECRETARY.

ASK MR. T. U. FAIRALL

- 1 - What is your position with respect to the Sandwich Island & Amherstbury Railway Company?
- 2 - Did you prepare the estimates for rehabilitation?
- 3 - What was actually done toward rehabilitating the railway?
- 4 - How does this correspond with the estimates?
- 5 - Why were the estimates not followed?
- 6 - It is understood that you spoke to the various Councils before the by-laws authorizing the additional amounts were voted upon. What was the feeling of the various Councils at this time?
- 7 - There were a number of complaints made at the hearing in Windsoot with regard to the following matters:
 - (a) Bad tape in administration and not enough local control;
 - (b) The one-man cars;
 - (c) Bunching;
 - (d) Raise in fares;
 - (e) Trackless trolley lines.
- 8 - What would you say to each of these claims?
- 9 - What are your contemplated expenditures on the system for the coming year and how do you propose obtaining the necessary funds?

REPORT ON PROPOSED EXTENSIONS AND IMPROVEMENTS
G. O. P. Y. ESSEX DIVISION OF THE HYDRO-ELECTRIC
RAILWAYS AA KWAYIS June 3rd, 1921

City Clerk,
WINDSOR, Ont.

Dear Sir:-

In accordance with the request of the municipalities in the Essex District, the Commission has made a survey of the improvements and extensions in this division of the Hydro-Electric Railways to meet the demands of improved and further service, as set forth in the accompanying report.

In order to carry out these extensions and improvements it will be necessary to expend the sum of \$900,000.00.

In compliance with the Hydro-Electric Railway Act of 1914 and 1920, the Commission requests the consent, by law, of a majority of the several municipalities, parties to the agreement, of the Essex Division of the Hydro-Electric Railways.

Your attention should be drawn to the fact that in order to protect the municipalities against the extra expenditure required in carrying out the recommendations contained in the above referred to report, it will be necessary to establish a five cent fare within the districts interested by the proposed works.

The Commission would be pleased if you would arrange a time and place where the Council of your municipality could meet with the others and the representatives of the Commission, with a view of acting upon the recommendations contained in the report.

Yours truly,

(signed) W. W. POPE,

SECRETARY.

June 27th, 1921

O O Y Y

City Clerk,
Windsor, Ont.

Dear Sir:-

In accordance with the request of the Municipalities in the Essex District, the Commission has made a survey of the improvements and extensions in this division of the Hydro-Electric Railways to meet the demands of improved and further service, as set forth in the accompanying report.

In order to carry out these extensions and improvements it will be necessary to expend the sum of \$300,000.00.

In compliance with the Hydro-Electric Railway Act of 1914 and 1920, the Commission requests the consent, by law, of a majority of the several municipalities, parties to the agreement, of the Essex Division of the Hydro-Electric Railways.

Your attention should be drawn to the fact that in order to protect the municipalities against the extra expenditure required in carrying out the recommendations contained in the above referred to report, it will be necessary to establish a five cent rate within the districts interested by the proposed works.

The Commission would be pleased if you would arrange a time and place where the Council of your municipality could meet with the others and the representatives of the Commission with a view of acting upon the recommendations contained in the report.

Yours truly,

(signed) W. W. POPE

SECRETARY.

REPORT ON PROPOSED EXTENSIONS AND IMPROVEMENTS ON THE ESSEX DIVISION OF THE HYDRO-ELECTRIC RAILWAYS.

The ballasting of all interurban lines is of inferior

Since the acquisition of the Essex System by the Commission on behalf of the municipalities, the inadequacy of the service has been more apparent through a better opportunity to study same, and after careful consideration, the following alterations and improvements are recommended as a means of improving the system resulting in corresponding loss of current, and rehabilitating the property to a standard in keeping with the rapid growth of the District.

Way and Structures.

Double tracking and repairing Ouellette Avenue.

It is the intention of the City to widen street and repave entire roadway. Trackage requires immediate reconstruction.

Double tracking and repairing Wyandotte - City has postponed paving street pending determination of railway requirements and is now prepared to rebuild roadway and absorb normal paving charges.

Down Town Loop

In order to provide facilities for efficient car movements it is recommended that loop via Ferry and Pitt Streets be constructed immediately.

Car Barn Layout

Owing to double tracking of London Street and inadequacy of existing trackage, it is essential to revise existing layout of Car Barn Tracks.

Under existing conditions three cars are required to give an hourly service--making the run in one hour and fifteen minutes. With proposed power changes running time can be reduced to fifty minutes with a daily saving of one car and four men.

REPORT ON PROPOSED EXTENSIONS AND IMPROVEMENTS ON THE SEWER DIVISION OF THE HYDRO-ELECTRIC RAILWAYS.

Since the acquisition of the sewer system by the Corporation on behalf of the municipalities, the inadequacy of the sewerage system has been more apparent through a better opportunity to study and after careful consideration, the following alterations and improvements are recommended as a means of improving the system and rehabilitating the property to a standard in keeping with the rapid growth of the District.

Bay and Strathcona.

Double tracking and repaving Qualiste Avenue. It is the intention of the City to widen street and entire roadway. Trackway requires immediate reconstruction. Double tracking and repaving Wyndhurst - City has proposed paving street pending determination of railway requirements and is now prepared to rebuild roadway and abutment normal pay charges.

Down Town Loop

In order to provide facilities for efficient car movement it is recommended that loop via Terry and Pitt Streets be constructed immediately.

Gar Park Layout

Owing to double tracking of London Street and inadequacy of existing trackway, it is essential to revise existing layout of Gar Park Tracks.

Ballasting

The ballasting of all interurban lines is of inferior quality and track in poor surface and alignment. This, with further increase of service at high speed will necessitate replacement with good material.

Bonding Central Railroad

A survey of property indicates a loss of 60% of bonds resulting in corresponding loss of current.

Shelters

Few shelters exist on system at present and it is imperative that at least twelve be erected at once.

Equipment

Since acquisition of system it has been necessary to expend large capital amounts on rehabilitation of equipment--expenditures, necessary increases in capitalization, etc. this together with amount required to completely overhaul same will amount to \$70,000.00.

It is recommended after careful study that 20 "one-man" cars be purchased for City operation at the earliest possible moment. It is further necessary to provide at once for the existing express business by purchase of equipment.

Distribution System

It is necessary in order to provide proper power distribution to erect certain feeders and construct an automatic convertor station near Amherstburg.

Amherstburg Division

Under existing conditions three cars are required to give an hourly service--making the run in one hour and fifteen minutes. With proposed power changes running time can be reduced to fifty minutes with a daily saving of one car and four men.

Ballastine

The ballasting of all interurban lines is of inferior quality and track is poor surface and alignment. This, with further increase of service at high speed will necessitate replacement with good material.

Bonding

A survey of property indicates a loss of 60% of bond resulting in corresponding loss of current.

Shelters

Now shelters exist on system at present and it is imperative that at least twelve be erected at once.

Equipment

Since acquisition of system it has been necessary to expend large capital amounts on rehabilitation of equipment. This together with amount required to completely overhaul and will amount to \$70,000.00.

It is recommended after careful study that 20 "one-man" cars be purchased for City operation at the earliest possible moment. It is further necessary to provide at once for the existing express business by purchase of equipment.

Distribution System

It is necessary in order to provide proper power distribution to erect certain feeders and construct an automatic converter station near Amsterdam.

Amsterdam Division

Under existing conditions three cars are required to 2 an hourly service--making the run in one hour and fifteen minutes. With proposed power changes running time can be reduced to 15 minutes with a daily saving of one car and four men.

DETAILS OF PROPOSED THE CAPITAL EXPENDITURE

Double tracking Wyandotte Ave. from London to Erie
Tecumseh Division letts Ave., from Erie to Tecumseh
 Road 100,000.00

Improved schedule will be effected by proposed power
 Double tracking and repairs Wyandotte Street,
 changes. Ave., to Devonshire Road 100,000.00

Loop at Ferry Street
Michigan Central Railroad 50,000.00

New Car Barn Entrance Layout
 No change in car requirements. 50,000.00

Ballasting Suburban Lines (Capital) 25,000.00

Sandwich Belt 7,500.00

Six cars are proposed on the division in lieu of
 present four, reducing present fifteen-minute service to ten. 100,000.00

Additional Track and Special Work, London Street, 50,000.00

Feeder Extension 25,000.00

Following are statements showing details of proposed
 expenditures, necessary increases in capitalization, etc: 100,000.00

EXPENDITURE

20 new cars 200,000.00

Rehabilitation of present equipment 70,000.00

20000 - sold to the public

500 K.V. Rotary converters - Windsor 25,000.00

500 K.V. Rotary with automatic substations, 25,000.00
 Amherstburg

Working Capital, Stores, etc. 500,000.00

20000 - sold to the public

20000 - sold to the public

20000 - sold to the public

20000 - sold to the public

20000 - sold to the public

Transportation Division

Improvements will be effected by proposed power changes.

Michigan Central Railroad

No change in car requirements.

Grand Trunk

Six cars are proposed on the division in lieu of present four, reducing present fifteen-minute service to ten.

Following are statements showing details of proposed expenditures, necessary increases in capitalization, etc:

This together with amount required to maintain existing equipment will amount to \$70,000.00.

It is recommended that similar study be made of other divisions.

As a further safeguard the proposed cars are to be operated for city operation at the same time.

It is further recommended that the proposed cars be operated for city operation at the same time.

It is recommended that the proposed cars be operated for city operation at the same time.

It is recommended that the proposed cars be operated for city operation at the same time.

It is recommended that the proposed cars be operated for city operation at the same time.

It is recommended that the proposed cars be operated for city operation at the same time.

DETAILS OF PROPOSED NEW CAPITAL EXPENDITURE

Being a By-law of the Municipal Corporation of the Town of	
Double tracking Ouellette Ave. from London to Erie and repairing Ouellette Ave., from Erie to Tecumseh Road	109,316.00
Double tracking and repairs Wyandotte Street, Ouellette Ave., to Devonshire Road	100,485.00
Loop at Ferry Street	52,144.00
New Car Barn Entrance Layout	35,085.00
Ballasting Suburban Lines (Capital)	25,000.00
Bonding	7,500.00
Double tracking London Street, Loop at Windsor Driving Park	105,160.00
Additional Track and Special Work, London Street,	60,000.00
Feeder Extension	5,520.00
12 Shelters @ \$250.00 each	3,000.00
	<u>\$503,210.00</u>
<u>EQUIPMENT</u>	
20 new cars	220,000.00
Rehabilitation of present equipment	70,000.00
<u>POWER</u>	
500 K.W. Rotary converters - Windsor	21,750.00
500 K.W. Rotary with automatic substations, as follows:	
Amherstburg	28,620.00
1. That the Corporation of the Municipality of the	\$643,580.00
Working Capital, Stores, etc. to the issue of the Bonds	50,000.00
	<u>\$893,580.00</u>

PASED AND PASSED at a session of Council held at
this 14th day of June, 1921

(Sgd) J. M. Cook
Clerk

CORPORATE
SEAL

(Sgd) Wm. J. Stedje
Mayor.

DETAILS OF PROPOSED NEW CAPITAL EXPENDITURE

108,515.0	Double tracking Guelph Ave. from London to Erie and repaving Guelph Ave., from Erie to Townsend Road
100,485.0	Double tracking and repaving Wyandotte Street, Guelph Ave., to Devonshire Road
22,144.0	Loop at Terry Street
22,025.0	New Car Barn Entrance Layout
22,000.0	Relasting Subway Lines (Capital)
7,200.0	Bonding
102,150.0	Double tracking London Street, Loop at Windsor Driving Park
20,000.0	Additional Track and Special Work, London Street
2,250.0	Locker Extension
2,000.0	12 Shelters @ \$250.00 each
<u>202,210.0</u>	
220,000.0	<u>HAIRPIN</u>
70,000.0	20 new cars
	Rehabilitation of present equipment
	<u>TOWN</u>
21,750.0	500 K.W. Rotary converters - Windsor
<u>22,250.0</u>	500 K.W. Rotary with automatic substations, Amherstburg
242,500.0	
<u>20,000.0</u>	Working Capital, stores, etc.
<u>262,500.0</u>	

MUNICIPALITY OF WALKERVILLE BY-LAW No. 870

Being a By-law of the Municipal Corporation of the Town of Walkerville to consent to the issue of Bonds to the amount of Nine Hundred Thousand Dollars by the Hydro-Electric Power Commission of Ontario.

WHEREAS The Hydro-Electric Power Commission of Ontario consider it expedient to issue Bonds of the said Commission for the sum of NINE HUNDRED THOUSAND DOLLARS necessary for the Capital Costs of extensions, additional works or equipment on the Essex Division of the Hydro-Electric Railways,

AND WHEREAS under the Agreement between the said The Hydro-Electric Power Commission of Ontario and the Corporation of the Township of Sandwich East, the Township of Sandwich West, the Town of Ford City, the Town of Walkerville, the Town of Sandwich, the Town of Ojibway, the Town of Amherstburg and the City of Windsor, bearing date the First day of January, 1920, and as set forth in Schedule "E" to and validated by the Hydro-Electric Railway Act, 1920, the consent of the majority of the said Corporations is required in the form of Municipal By-laws duly passed by the Councils of the said Corporations;

NOW THEREFORE the Municipal Corporation of the Municipality of the Town of Walkerville hereby enacts as follows:

1. That the Corporation of the Municipality of the Town of Walkerville hereby consents to the issue of the Bonds of the Hydro-Electric Power Commission of Ontario for the sum of Nine Hundred Thousand Dollars for the purposes hereinbefore mentioned.

DATED AND PASSED at a session of Council held at this 14th day of June, 1921

(Sgd) A. E. Cock
Clerk

CORPORATE
SEAL

(Sgd) Chas. J. Stodgell
Mayor.

Being a By-law of the Municipal Corporation of the Town of
Wainwright to consent to the issue of Bonds to the amount of
Nine Hundred Dollars by the Hydro-Electric Power Commission
Ontario.

WHEREAS The Hydro-Electric Power Commission of Ontario
it expedient to issue Bonds of the said Commission for the sum
NINE HUNDRED THOUSAND DOLLARS necessary for the Capital Cost
extensions, additional works or equipment on the Essex Division
the Hydro-Electric Railways.

AND WHEREAS under the Agreement between the said Hydro-
Electric Power Commission of Ontario and the Corporation of the
Township of Sandwich East, the Township of Sandwich West, the
Town of Wainwright, the Town of Amherstburg and the City of Windsor
of the City, the Town of Wainwright, the Town of Sandwich,
Town of Ojibway, the Town of Amherstburg and the City of Windsor
bearing date the first day of January, 1920, and as set forth in
Schedule "H" to and validated by the Hydro-Electric Railway Act
1920, the consent of the majority of the said Corporation is
given in the form of Municipal By-law duly passed by the Council
of the said Corporation;

NOW THEREFORE the Municipal Corporation of the Municipality
of the Town of Wainwright hereby enacts as follows:
1. That the Corporation of the Municipality of the Town of
Wainwright hereby consents to the issue of the Bonds of the
Electric Power Commission of Ontario for the sum of Nine Hundred
Thousand Dollars for the purposes hereinbefore mentioned.

PASSED AND PASSED at a session of Council held at

this 14th day of June, 1921

MUNICIPALITY OF THE TOWN OF WALKERVILLE

BY-LAW No. 871

A By-law to authorize and instruct the Mayor and Treasurer of the said Town of Walkerville to issue, sign and deposit with the Hydro-Electric Power Commission of Ontario, certain debentures of the said Town of Walkerville.

WHEREAS the said Corporation of the Town of Walkerville has heretofore under the authority of By-laws Nos. 766 and 777 issued and deposited with the said the Hydro-Electric Power Commission of Ontario debentures of the said Municipality to the amount of \$215,632.00 for the purposes set forth in the said By-law No. 766 and a certain agreement made between the said the Hydro-Electric Power Commission of Ontario and the Municipal Corporations of the Township of Sandwich East, the Township of Sandwich West, the Town of Ford City, the Town of Walkerville, the Town of Sandwich, the Town of Ojibway, the Town of Amherstburg and the City of Windsor;

AND WHEREAS the said The Hydro-Electric Power Commission of Ontario has, pursuant to the provisions of Sec. three (3) of the said agreement requested the said Municipal Corporations above named to approve of a bond issue by the said Commission of Nine Hundred Thousand Dollars (\$900,000) in addition to the sum of Two Million One Hundred Thousand Dollars heretofore issued as provided in the said By-law No. 766 and the said agreement, for the purpose of paying the Capital Costs of extensions, additional works, or equipment on the Essex Division of the Hydro-Electric Railways;

AND WHEREAS a majority of the said Corporations have given their consent by By-law to the said additional bond issue by the said Commission;

MUNICIPALITY OF THE TOWN OF WALKERVILLE

BY-LAW No. 871

A By-law to authorize and instruct the Mayor and Treasurer of the said Town of Walkerville to issue, sign and deposit with the Hydro-Electric Power Commission of Ontario, certain debentures of the said Town of Walkerville.

WHEREAS the said Corporation of the Town of Walkerville heretofore under the authority of By-laws Nos. 786 and 777 is and deposited with the said Hydro-Electric Power Commission of Ontario debentures of the said Municipality to the amount of \$215,652.00 for the purposes set forth in the said By-law No. 786 and a certain agreement made between the said Hydro-Electric Power Commission of Ontario and the Municipal Corporation of the Township of Sandwich East, the Township of Sandwich West, the Township of Sandwich North, the Township of Sandwich South, the City of Windsor, the Town of Amherstburg and the City of Windsor, the Town of Ojibway, the Town of Walkerville, the Town of Sandwich East, the Township of Sandwich East, the Township of Sandwich West, the Township of Sandwich North, the Township of Sandwich South, the City of Windsor, the Town of Amherstburg and the City of Windsor.

AND WHEREAS the said Hydro-Electric Power Commission of Ontario has, pursuant to the provisions of Sec. three (3) of the said agreement requested the said Municipal Corporation above to approve of a bond issued by the said Commission of Nine Hundred and Ninety Dollars (\$900,000) in addition to the sum of Two Million Dollars (\$2,000,000) provided in the said agreement, for the purpose of paying the Capital Costs of extensions, additional works, or equipment on the Essex Division of the Hydro-Electric Railways.

AND WHEREAS a majority of the said Corporation have by their consent by By-law to the said additional bond issued by the said Commission;

AND WHEREAS the said Sec. three (3) of the said agreement further provides that upon the issue of additional bonds by the said Commission the said Municipalities shall issue and deposit with the said Commission debentures of the said Corporation for amounts totalling the amount of such additional bond issue;

NOW THEREFORE the Municipal Council of the Town of Walkerville enacts as follows:

The Mayor and Treasurer of the said Town of Walkerville are hereby authorized and instructed to sign and affix the Corporate Seal to debentures of the said Corporation to the amount of \$141,500.00 and the said Treasurer is further authorized and instructed to deposit the said debentures with The Hydro-Electric Power Commission of Ontario.

DATED AND PASSED this 28th day of June, 1921.

(Sgd) A. E. Cook
Clerk

CORPORATE
SEAL

Chas. J. Stodgell
Mayor.

AND WHEREAS the said Sec. three (3) of the said agreement further provides that upon the issue of additional bonds by the Commission the said Municipalities shall issue and deposit with the said Commission debentures of the said Corporation for an amount totalling the amount of such additional bond issue;

NOW THEREFORE the Municipal Council of the Town of Walkerville enacts as follows:
The Mayor and Treasurer of the said Town of Walkerville are hereby authorized and instructed to sign and affix the Corporate Seal to debentures of the said Corporation to the amount of \$141,800.00 and the said Treasurer is further authorized and instructed to deposit the said debentures with The Hydro-Electric Power Commission of Ontario.

DATED AND PASSED this 23rd day of June, 1931.

(Sgd) A. E. Gook of a bond
CORPORATE SEAL
Chas. J. Stodgell
Mayor.

**FOR TAXES SANDWICH, WINDSOR AND AMHERSTBURG RAILWAY COMPANY
AND WINDSOR AND TROUSSEAU RAILWAY COMPANY**

	<u>Windsor</u>	<u>Amherstburg</u>	<u>Anderdon</u>	<u>Ford City</u>	<u>Olney</u>	<u>Sandwich</u>
1920	\$1,263.85	\$262.26	\$402.24	\$90.85	\$262.98	\$1617.50
1921	653.01	124.00	366.78	107.73	84.60	951.42
1922	672.19	139.92	414.64	114.18	82.72	944.15

Note:
Difference caused out out
by non-pay't of buildings
structures & busi- and
ness tax on same. trackage
all land
and no
reductions
all land
rails, ties
and poles
omitted
\$19,300 assess't
on lines, tracks,
etc., out out.

	<u>Sandwich East</u> (Twp.)	<u>Riverside</u>	<u>Trouse</u>	<u>Sandwich West</u> (Twp.)	<u>Wilmerville</u>
1920	\$170.93	-	-	\$411.20	\$352.00
1921	37.51	\$354.59	-	-	-
1922	39.52	71.84	\$297.90	-	-

Note:
These two were taken
together in 1920.
Taxes all on land.
Locals made the
difference.
Came in
in 1922
Taxes not yet
adjusted but
provision made
at 30% inc raise.
Taxes act on
right of way
and no necessity
to pay since 1920.

difference.
 losses made the
 losses all of 1934.
 telephone in 1930.
 These two were taken

in 1933
 came in

of 20% increase.
 provision made
 estimated for
 losses not yet

to 20% since 1930.
 and no necessity
 right of way
 losses not on

Notes:

1932	20.82	41.82
1931	22.91	\$234.25
1930	\$110.32	-

\$234.25

\$411.20

\$322.00

Sanctioned loss

Sanctioned

Sanctioned

Sanctioned loss (sub.)

Sanctioned

new tax on same. telephone
 estimated a half- and
 by new-20% of telephone
 difference between out out

telephone
 and no
 all loss

all loss

omitted
 and before
 with 1100
 etc. one out
 on lines, tracks,
 \$13,200 cases, etc.

1932	643.13	132.32
1931	622.01	134.00
1930	\$1,522.02	\$132.32

614.44

240.20

\$402.24

114.10

104.12

\$90.02

22.43

64.20

\$222.22

244.12

221.42

\$161.20

Sanctioned

Sanctioned

Sanctioned

Sanctioned

Sanctioned

Sanctioned

THE SANCTIONED LOSS ACCOUNTING SYSTEM
 FOR TAXES SANCTIONED LOSS ACCOUNTING SYSTEM
 AND SANCTIONED LOSS ACCOUNTING SYSTEM

re: TAXES

Taxes are payable by the H.E.P.C. under Section 12 a of the Power Commission Act. Under this section only lands are taxable, the Commission being exempt from taxes on buildings, machinery, works, structures, rails, ties, poles and other works or improvements used or owned by the Commission.

The Commission is also liable for a business tax where they actually conduct business, as, for example, the Head Office on University Avenue. Where the Commission rents a building for business purposes, they are also liable municipally for a business tax.

A comparison of taxes payable by the H.E.P.C. and a private company operating a railway shows:

1. that a private corporation is liable under Section 4, Sub-section 7, R.S.O. Chapter 27, Corporations Tax Act, as follows:

\$20.00 for each mile of track when mileage does not exceed 20 miles;

\$35.00 for each miles of track when mileage between 20 and 30 miles;

\$45.00 for each mile of track when mileage between 30 and 50 miles;

\$60.00 for each mile of track when mileage between over 50 miles;

Mileage to be computed on single track.

2. that a private corporation also pays municipal taxes on lands owned and all structures including right of way, easements, buildings, etc.
3. that the H.E.P.C. only pays taxes on lands.

Taxes are payable by the H.R.P.G. under Section 12 a of the Power Commission Act. Under this section only lands are taxable, the Commission being exempt from taxes on buildings, machinery, works, structures, rails, ties, poles and other works or improvements used or owned by the Commission.

The Commission is also liable for a business tax where they actually conduct business, as, for example, the Head Office or University Avenue. Where the Commission rents a building for business purposes, they are also liable municipally for a business tax.

- A comparison of taxes payable by the H.R.P.G. and a private company operating a railway shows:
1. That a private corporation is liable under Section 4, Chapter V, R.S.O. Chapter 27, Corporations Tax Act, as follows:

\$20.00	for each mile of track when mileage does not exceed 20 miles;
\$35.00	for each mile of track when mileage between 20 and 50 miles;
\$45.00	for each mile of track when mileage between 50 and 100 miles;
\$60.00	for each mile of track when mileage over 100 miles;

 Mileage to be computed on single track.
 2. That a private corporation also pays municipal taxes on its owned and all structures including right of way, easements, buildings, etc.
 3. That the H.R.P.G. only pays taxes on lands.

19th Jan. 1923.

MEMORANDUM FOR THE CHAIRMAN

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19th Jan. 1923.

RE HYDRO ELECTRIC RAILWAY ACT

Section 4 - The agreement must be published as provided by the
(continued)

Municipal This Act was originally passed in 1914

(4 Geo. V. Chap. 31). There have been a number of amendments
Section 5 - The by-law shall regulate
but the final form is that of 1920.

(a) estimated cost of work
(b) provided for by the municipalities
(c) estimated amount for maintenance and operation
(d) amount of maintenance etc. to be borne by each
The object of the Act is to provide for the
economical and efficient construction and operation of electric
railways in localities in which municipal corporations are will-
ing to bear cost of the work and to furnish means for the co-
operation of interested municipalities under the direction of
Section 6 - The Commission may issue bonds payable in five years
the Hydro-Electric Power Commission. Funds are to be furnished
with sinking fund deferred for ten years and the
by Hydro-Electric bonds with the debentures of the interested
Commission may out of the revenue of the railway
corporations deposited as collateral security so that neither
after payment of working expenses and sinking fund
the Province nor the Commission shall be liable.
fund to redeem bonds.

Section 3 - The Commission may inquire into, examine and investigate

- (a) Cost of constructing
- (b) Municipalities to be served
- (c) Population
- (d) Revenue
- (e) Practicability of undertaking.

Section 4 - The Agreement shall be entered into for the construction,
and equipment and operation of the Railway (agreement attached
to Act) which agreement shall be first submitted to the

Section 11 - The Lieutenant-Governor in Council, and then submitted to
the Council of the Corporation and voted on by each
municipality with the money by-law.

and expenses which bonds may be sold upon default of
of the municipalities under this Act. If bonds

bonds are deposited the municipalities

minutes after the money paid

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admission and obligation of the company (the company of

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(b) the company of the collection and then admitted to

(c) the company of the collection and then admitted to

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section 5 - The company of the collection and then admitted to

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Section 4 - The agreement must be published as provided by the
(continued) Municipal Act once a week for four successive weeks.

Section 5 - The by-law shall contain:

- (a) estimated cost of work
- (b) proportion to be borne by each municipality
- (c) estimated amount for maintenance and sinking fund charges
- (d) amount of maintenance etc. to be borne by each municipality.

The agreement shall be submitted with the By-law

Section 6 - The Commission may issue Bonds payable in fifty years with sinking fund deferred for ten years and the Commission may out of the revenue of the railway after payment of working expenses set aside sinking fund to redeem bonds.

Sections 7 & 8 - The Bonds may be guaranteed by the Province according to the form determined by the Lieutenant

Section 9 - Governor in Council and the Province shall not be liable except to the extent of such guarantee.

Sections 9 and 10 - Adjustments of costs between the Commission and the municipalities shall be made annually. This to include sinking fund charges, etc.

Section 11 - The debentures of the municipalities shall be deposited

with the Commission in amounts apportioned as to their respective shares of the cost of construction, equipment and expenses which bonds may be sold upon default of any of the municipalities under this Act. If insufficient Bonds are deposited the municipalities shall forthwith

19th January

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Memo. for Chairman

Section 4 - The agreement must be published as provided by the Municipal Act once a week for four successive weeks (continued)

Section 5 - The by-law shall contain:

- (a) estimated cost of work
- (b) proportion to be borne by each municipality
- (c) estimated amount for maintenance and sinking fund charges
- (d) amount of maintenance etc. to be borne by each municipality.

The agreement shall be submitted with the By-law

Section 6 - The Commission may issue Bonds payable in fifty years with sinking fund deferred for ten years and the Commission may out of the revenue of the railway after payment of working expenses set aside sinking fund to redeem bonds.

Sections 7 & 8 - The Bonds may be guaranteed by the Province according to the form determined by the Lieutenant Governor in Council and the Province shall not be liable except to the extent of such guarantee.

Sections 9 and 10 - Adjustment of costs between the Commission and the municipalities shall be made annually. This to include sinking fund charges, etc.

Section 11 - The debentures of the municipalities shall be deposited with the Commission in amounts apportioned as to their respective shares of the cost of construction, equipment and expenses which bonds may be sold upon default of any of the municipalities under this Act. It is incumbent

Bonds are deposited

Section 11 - deposit further bonds to make up default. No by-law

Section 17 - The Railway is voted in the Commission in front
shall be required for this purpose.
for the corporations.

Section 12 - The Commission may construct railway under the

Section 17a - Any corporation entering into agreement with the

Ontario Railway Act as far as same is applicable.

Commission shall not grant any bonds, interest

Where by-law approving has been defeated in some

other municipality or any railway or corporation

municipalities and carried in others the municipalities

company without the express consent of the

carrying the By-law may advance the balance, providing

no municipality shall sell or dispose of any

that same is not more than 10% of total cost for

owned by it unless a by-law authorizing it has been

municipalities in which the By-law is not carried.

submitted to the electorate.

If municipality in which By-law is not carried sub-

sequently ratifies same the debentures deposited for

the agreement following this act is in the

its credit shall be returned to the municipalities

terms of a mortgage, obnoxious to the laws of the

depositing same.

Section 13 - Land may be expropriated.

Section 14 - The revenue from the operation of the railway is to

be applied in payment of working expenses, payment

of interest on bonds and the balance of surplus, if any,

to be divided proportionately among the municipalities.

Section 15 - No action can be brought without consent of the Attorney
General.

Section 16 - No liability of Province or Commission for errors in
estimates.

Memo. to the Chairman

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19th January

Section 11 - Deposit further bonds to make up deficit. No by-law shall be required for this purpose.

Section 12 - The Commission may construct railway under the Ontario Railway Act as far as same is applicable. Where by-law approving has been defeated in some municipalities and carried in others the municipalities carrying the by-law may advance the balance, provided that same is not more than 10% of total cost for municipalities in which the by-law is not carried. If municipality in which by-law is not carried subsequently ratifies same the debentures deposited for its credit shall be returned to the municipality depositing same.

Section 13 - Land may be expropriated.

Section 14 - The revenue from the operation of the railway is to be applied in payment of working expenses, payment of interest on bonds and the balance of surplus, if a to be divided proportionately among the municipalities.

Section 15 - No action can be brought without consent of the Attorney General.

Section 16 - No liability of Province or Commission for errors in

Section 17 - The Railway is vested in the Commission in trust for the corporations.

Section 17a -Any corporation entering into agreement with the Commission shall not grant any bonus, license or other inducement to any railway or transportation company without the written consent of the Commission. No municipality shall sell or dispose of any railway owned by it until a by-law authorizing same has been submitted to the electorate.

The agreement following this Act is in the general terms of a franchise, embodying the terms of the Act.

Section 17 - The Railway is vested in the Commission in trust for the corporations.

Section 17A - Any corporation entering into agreement with the Commission shall not grant any bonus, license or other inducement to any railway or transportation company without the written consent of the Commission. No municipality shall sell or dispose of any railway owned by it until a by-law authorizing same has been submitted to the electorate.

The agreement following this act is in the terms of a franchise, embodying the terms of the

Section 18 - The Commission shall have the power to make any agreement with any corporation or municipality for the purpose of the construction, operation, maintenance, improvement, extension, or alteration of any railway or for the purpose of the acquisition, operation, maintenance, improvement, extension, or alteration of any railway.

Section 19 - The Commission shall have the power to make any agreement with any corporation or municipality for the purpose of the construction, operation, maintenance, improvement, extension, or alteration of any railway.

